

The Hong Kong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
OVERCAST.
Barometer 29.70

July 17, 1914. Temperature 6 a.m. 81 p.m. 86
Humidity 92 89

July 17, 1913. Temperature 6 a.m. 81 p.m. 86
Humidity 89 88

July 17, 1914. Temperature 6 a.m. 78 p.m. 79
Humidity 92 94

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2850 萬四十式月五閏年寅甲

FRIDAY, JULY 17, 1914.

五界報

第七拾月七英華香

Temperature 6 a.m. 81 p.m. 86
Humidity 89 88

TELEGRAMS.

MEXICAN AFFAIRS.

THE PRESIDENTIAL CHANGE.

[Reuter's Service To "The Telegraph."]
London. Received July 16.

Reuter's correspondent at Mexico City says President Huerta's retirement was of a speedy and quiet nature.

Congress accepted the resignation by 121 votes to 17, and Senhor Carbalal then took the oath and proceeded to the Palace, where he received an ovation.

The ex-President read a farewell message to Congress and then entrained for Puerto Mexico, to which place H.M.S. Bristol and the German cruiser Dresden sailed hastily from Vera Cruz.

A special committee has left for Celaya to arrange for the Constitutional's peaceful entry into the capital.

Reuter's Washington correspondent says the resignation is the first practical step to a quick solution of the trouble in Mexico, and may pave the way for the entry of General Carranza.

American Policy.

London. Received July 17.

Reuter's Washington correspondent states that President Wilson continues his watchful waiting policy. He believes that other nations will decline to recognise the Carbalal or any other Government until the United States' attitude has been indicated.

President Wilson has informed General Carranza that if he arrives at an agreement with Senhor Carbalal for a transfer of power, the resulting Administration will be recognised in accordance with the terms of the Niagara Protocol.

HOME NEWS.

Chained to a City Statue.

Your conduct is so extraordinary that I shall reward you for a week for the report of the prison doctor as to your state of mind."

With this remark Sir Thomas Crosby—who is himself a medical man—to-day at the Mansion House checked the outbursts of Isabella Alexander, a well-dressed woman of 42, who was charged with disorderly conduct by chaining herself to the Wellington statue, outside the Royal Exchange, on June 17.

Glasgow Docks Ablaze.

The most disastrous fire in the history of Glasgow wrought havoc among the shipping in that port, on June 18. Warehouses and dwellings were threatened.

According to latest accounts, says the *Globe*, the united efforts of the fire brigades have not succeeded in suppressing it, and ships in port are burning with little hope of saving.

It is stated that the fire was occasioned by a man emptying some hot ashes into the water, some of which fell on the wood-work of a vessel, which then became ignited. The flames spread to creosote sheds close by, and in a brief space of time the vessel and sheds were a mass of flames, which raged with great ferocity.

Seven ships, including two lighters, were in dock, and four became involved.

One captain had to dive into the water, and was picked up by a lifeboat, which afterwards caught fire, but the flames were extinguished. The conflagration spread remarkably, and some dwelling houses in the vicinity were imperilled.

The whole dock shed, measuring 100ft. soon collapsed. The

TELEGRAMS.

MARINE ENGINEERS.

STRIKE THREAT.

[Reuter's Service To "The Telegraph."]

London. Received July 17.

The Strike Executive has decided to withdraw the engineers from every ship affected by the dispute reported on June 17.

The following telegram was received on June 17:—A general strike of marine engineers on tramp steamers began at English ports yesterday, the men demanding an increase in wages.

They ask for an increase of 40/- per month for senior and 30/- per month for junior engineers. It is feared that the strike will develop into a complete stoppage of all cargo shipping, and it is expected that 700 ships will be laid up to-day, involving cessation of work in the Welsh and other coalfields.

EMPLOYMENT OF TROOPS.

COMMITTEE TO REPORT.

London. Received July 17.

Mr. Illingworth is to move in the House of Commons for the appointment of a Select Committee to report on the circumstances under which troops may be employed in civil disturbances or threatened disturbances.

A BYE-ELECTION.

UNOPPOSED RETURN.

London. Received July 17.

Mr. Leverton Harris (Unionist) has been returned unopposed for East Worcester, the seat formerly occupied by Mr. Austen Chamberlain.

CHINESE & DUTCH.

APPEAL TO PEKING.

London. Received July 16.

Reuter's correspondent at Batavia says the Chinese have appealed to Peking by telegraph asking that effective measures be taken to prevent the shooting of gamblers, and the invasion of the colony by the Dutch police.

Dorchester House.

LADIES' TENNIS.

London. Received July 16.

Three years ago, when the Province of Quebec decided to open an office in London, Major Benyon was appointed Assistant Agent-General, and had acted in that capacity ever since. He was connected by marriage with the Old French-Canadian families of Quebec, and through his mother with the well-known shipping family of Allan, who control the Allan Line.

Gun Running in Ireland.

How to Acquire Correct Style.

London. Received July 16.

The damage is estimated at £130,000, £80,000 of which is to buildings and property, the remainder being to cargoes.

Two hundred barrels of sal oil were thrown into the dock.

Gun Running in Ireland.

Telegraphing from Tallemore on June 17, an Exchange Telegraph correspondent says information has reached the police authorities that large quantities of rifles and ammunition have been landed on the Connemara coast for the National Volunteers.

Mysterious vessels have been sighted off the coast for the past week, but the coastguards were unable

to get any answer to their signals.

Torpedo-boats have been ordered to patrol the coast. It is stated that the rifles are of the latest American Army pattern.

New Radical Peers.

"This Government's lease of life is drawing to an end," says the *Citizen*—the official organ of the Labour Party—and there will not be many more opportunities for making fresh members of the House of Lords.

"Some rich Liberal members

are becoming frightened that

they will be left out in the cold

when the time comes for the Minis-

try to resign. Five of them, at any

rate, will be satisfied within the

next week or so. I am told definitely

that one Liberal M.P. will be given

his peerage almost entirely on

account of the fact that he is the

possessor of a safe seat which is

required for Mr. Masterman."

TELEGRAMS.

HEAVYWEIGHT BOXING.

SMITH DISQUALIFIED.

[Reuter's Service To "The Telegraph."]

London. Received July 17.

There was an attendance of

13,000 at Olympia to witness the fight between Georges Carpentier and "Gunboat" Smith for the Heavyweight White Championship of the World.

Smith was disqualified in the

sixth round on a foul.

Except in the first round, Carpentier had the best of the fighting. In the fourth round he floored his opponent with a vicious right, Smith being down for nine seconds.

Carpentier further punished his man in the fifth round, while in the sixth he just failed to reach Smith, overbalanced and fell to his knees. Smith rushed in and delivered a terrific blow on the back of his opponent's neck, and Carpentier rose with difficulty and had to be assisted to his corner.

Smith was vigorously booted by the crowd.

TELEGRAMS.

BULGARIAN LOAN.

VEHMENTLY DENOUNCED.

[Reuter's Service To "The Telegraph."]

London. Received July 17.

Reuter's correspondent at Sofia

states that the Sobranje has dis-

cussed the 5 Per Cent. Loan of £20,000,000 which a German syndicate has secured at a price of 84, with industrial concessions, after laborious negotiations.

The debate was uproarious. The Opposition and the Socialists vehemently opposed the loan as dishonourable and fatal to the country, whose resources were being squandered without any return.

They declared that the signature of the contract was a crime against Bulgaria's dignity and credit.

The President finally declared

the Bill passed, and closed the

sitting.

TELEGRAMS.

THE TURKISH ARMY.

HOPES FOR THE BETTER.

[Reuter's Service To "The Telegraph."]

London. Received July 17.

Reuter's correspondent at Constantinople states that in the

Chamber the Minister of War said he hoped that the Army, though smaller, would be able to face the black days of the past.

The Government has applied to the Chamber for a credit of £5,000,000 for military armaments.

TELEGRAMS.

BISLEY.

FURTHER RESULTS.

[Reuter's Service To "The Telegraph."]

London. Received July 17.

At Bisley, the Ashburton

Shield (seven shots at 200 and

500 yards) was won by Sedbergh

with a score of 490.

The Spencer Cup (seven shots

at 500 yards) was won by Baker,

of Sherborne.

Australasia won the Mackinnon

Cup (10 shots at 800, 900 and

1,000 yards) with a score of

1,531.

Last year Repton won the

Ashburton Shield with a score of

504, while R.G. Sillars won the

Spencer Cup.

Last year Australia won the

Mackinnon Cup, Scotland being

second and England third.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Latest results at Bisley are

given to-day.

President Huerta has quietly

and speedily retired.

The steamer Mendoza, recently

reported ashore, has been aban-

doned.

Mr. Leverton Harris (Unionist)

has been returned unopposed for

East Worcester.

The Turkish Government has

asked the Chamber for a credit

of five millions sterling for

military armaments.

The strike executive has

decided to withdraw the engi-

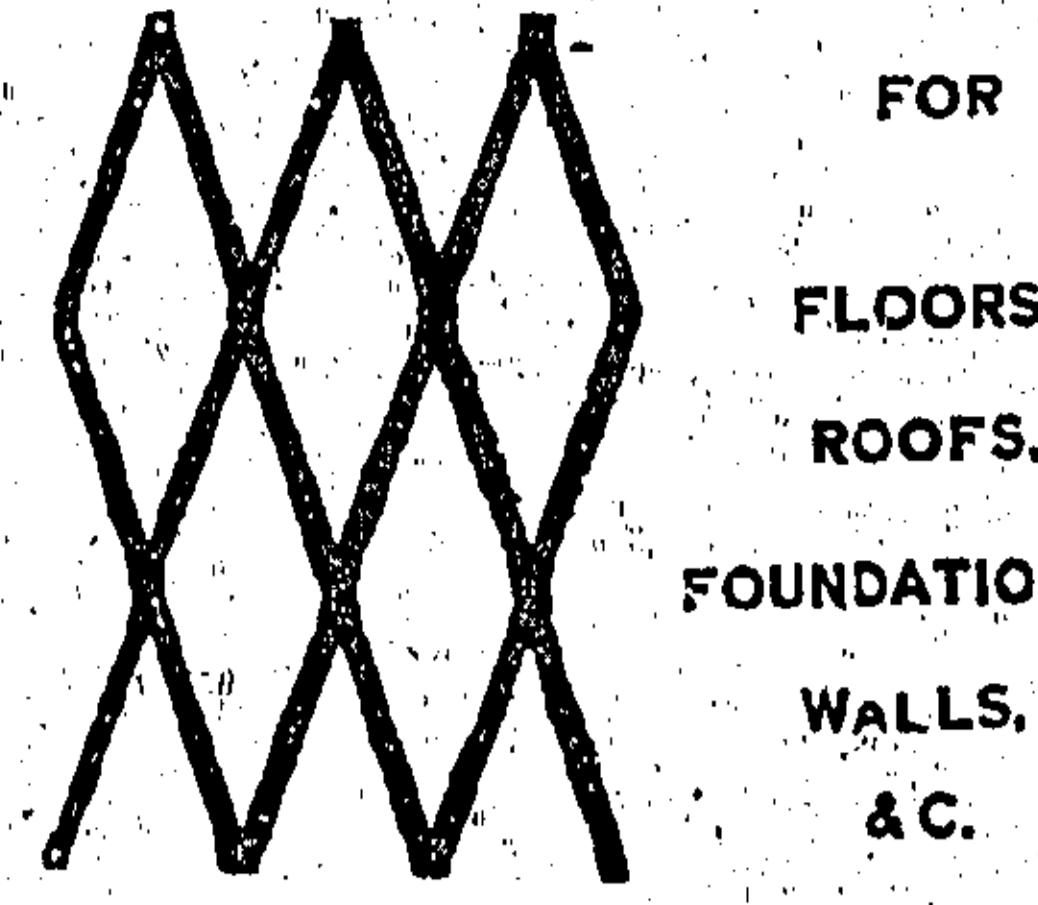
neers from every ship affected

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THE STANDARD LIFE ASSURANCE CO.

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Principal features: Small Premium; Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death and Numerous Options at the Age of 25.
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PORTLAND CEMENT
In Casks of 375 lbs. net.
In Bags of 250 lbs. net.
SHEWAN, TOMES & CO.
General Managers.

Hongkong, 16th August, 1910

LESSONS IN CHINESE.

M. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

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Hongkong, 3rd October, 1913.

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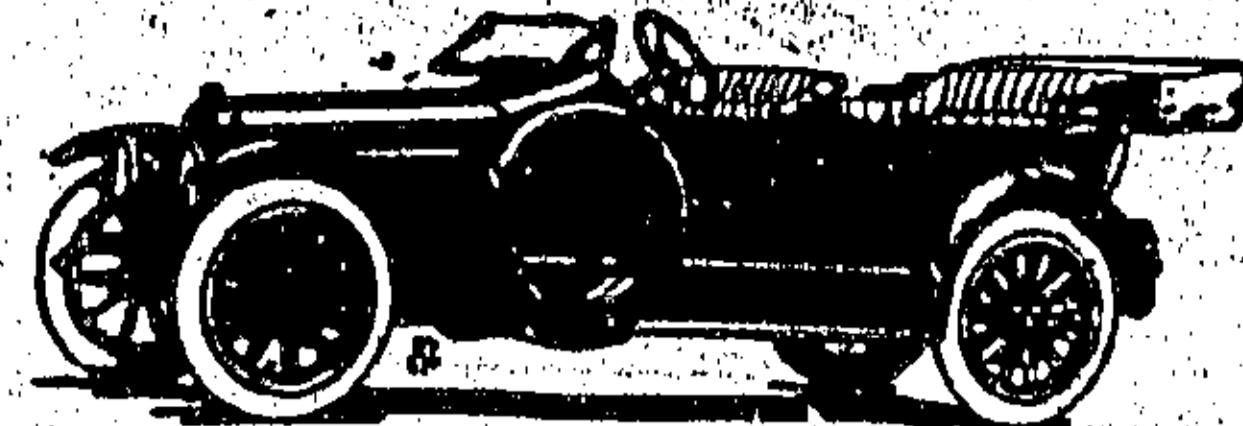
Hongkong, 3rd October, 1913.

Dr. C. L. CHOW.

DENTAL Surgeon
No. 80, Queen's Road,
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CALL AND INSPECT THESE NEW ARRIVALS.
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Transport, Store, Insure.

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Hongkong, July 14, 1914. J. H. TAGGART, Manager.

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**THE COOLEST PLACE IN TOWN.
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Hotel Launch meets all Steamers. R. H. NORTH, Manager
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PERFECT SANITATION
High Class Accommodation for Families at Moderate Prices;
Those desiring Economy combined with Comfort, Quiet and a Most Refined Home, Free from Household Annoyances, should inspect these Residential Quarters.

Luxuriously furnished Lounge, Drawing, Reading & Writing Rooms.

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Try Our 1st Grade Guaranteed Australian Butter. Absolutely the Best Imported—75 cts. per lb. Coffee 70 cts. per lb. For the Best Cakes, Scones, Bread, Coffee, Meals à la Carte and Table d'Hôte, Afternoon Teas, Ices, Milk, and Cold Minerals. Only at

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NEW MACAO HOTEL.

PRAYA GRANDE, MACAO.

The above Hotel will be opened on August 1st, 1914, under new proprietorship and European Management. The Hotel now offers for Residents and Tourists excellent accommodation. Large dining room facing the sea. It has been entirely renovated throughout and newly furnished, and is now up-to-date in every respect. Large and airy rooms, excellent sanitary arrangements, Hot and Cold Baths, electric light and fans. Private and Public Bar and Billiards. Terms Moderate. For further information apply to Tel. Add. "Phoenix". O. O. MOOSO.

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PLUNKETT'S GAP.
The Peak.
Near the Tram Terminus.
Tel. 59.

For Terms apply to the
MANAGER.

MEE CHEUNG.

ART PHOTOGRAPHER
HONGKONG.
TELEPHONE NO. 1013.

Developing, Printing & Enlarging.
Hongkong, 18th July, 1913.

NOTICES

DIESEL ENGINES.

DIESEL ENGINES, STATIONARY AS WELL AS MARINE, IN ALL SIZES UP TO 2000 B.H.P. FROM THE WELL KNOWN SWEDISH DIESEL FACTORY IN STOCKHOLM. MOST ECONOMICAL ENGINE IN THE WORLD; MADE OF UNSURPASSABLE MATERIAL.

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FOR PARTICULARS APPLY TO

A. B. THE SWEDISH TRADING CO. IN CHINA, LTD.
YORK BUILDING (TOP FLOOR).

OUR CONTEMPORARIES.

Daily Press.

The Chinese Merchant.

In former years no class of merchants in Hongkong had a better reputation for business honesty than the metal merchants. But in recent years, and especially since the Revolution, that reputation has suffered to such an extent as to need the regulation of the trade by such means as the meeting to which we have referred has been convened to consider. As the old men whose word was as good as their bond" pass off the stage their places are taken by younger men who are found in too many cases to have conceptions of commercial morality which are fast undermining the fair fame and enviable repute of the Chinese merchant class. They show little hesitation about evading contracts if the market rates are not in their favour when the goods arrive. A little rust on a cargo of iron is frequently an excuse for making a demand for compensation to an extent which not only robs the foreign merchant of his profit but melts him in considerable loss into the bargain.

China Mail.

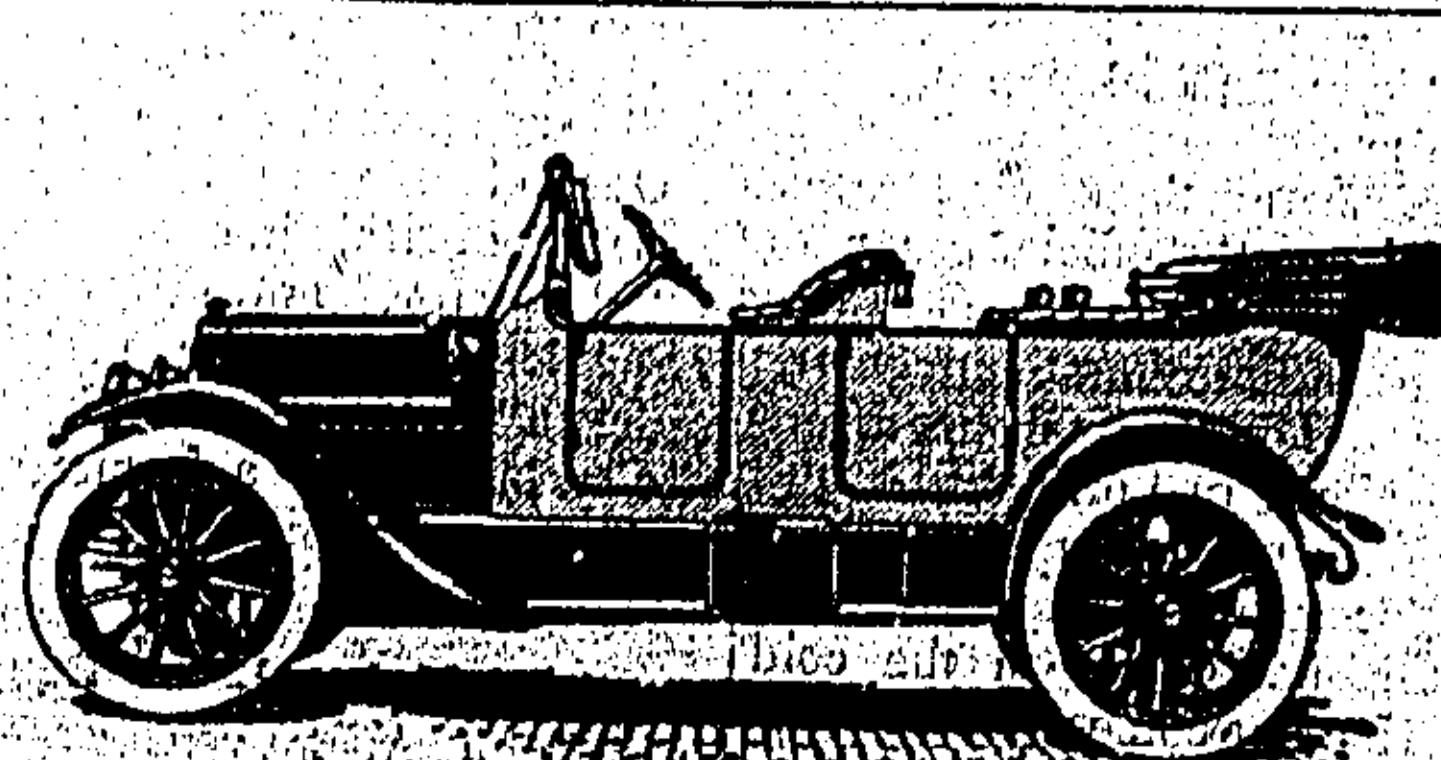
Hongkong's Sanitary Affairs.

The Sanitary authorities will require to be more thorough in their methods of inspecting such alleyways, as it is clear that the conditions complained of would not have been so obvious had there been adequate inspection. If such inspection is made and the owners of the buildings alluded to given the necessary warning of their position regarding the abuse, we feel sure that very soon there would be little cause for complaining of the condition of alleyways. The matter brought forward by the Hon. Mr. Hewett also amounts to a serious defect in which possibly blame attaches to many quarters. It is unquestionably, as pointed out by the Hon. Mr. Hewett, a "scandalous breach of the law" that water from the main should be used for flushing purposes, and that it should have occurred at such a place as was specifically referred to as a matter of surprise and not a little regret. The Board, however, made it clear that they know how to deal with such a breach of the law, and therefore it is unnecessary for us to make further comment, except to say that it is the duty of all to assist in every way possible to make less difficult the onerous duties of those responsible for the sanitary affairs of the Colony.

South China Morning Post.

Our Obsolete Navy.

Admiral Sir Percy Scott foresees the doom of the Dreadnought and super-Dreadnought through the advent of the submarine and its torpedo. He contends that battleships, and indeed, all vessels which do not possess the quality of submarines, are very shortly to become obsolete. This pronouncement, coming from such a distinguished authority, has naturally been received with some alarm in naval circles, while the cartoonists, who seldom take things seriously, have been moved to the portrayal of various versions of John Bull weeping over the scrapping of his costly and invincible navy. "Submarines and aeroplanes," says Admiral Scott, "have entirely revolutionised naval warfare. I can see no use for battleships, and very little chance of much employment for fast cruisers."



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GENERAL NEWS.

Shakespeare Tercentenary. For the celebration at His Majesty's Theatre in 1916 of the tercentenary of Shakespeare's death Sir Herbert Tree will produce a cycle of the Chronicle plays, beginning with "King John" and ending with "King Henry VIII." He has received the promise of the co-operation of many of the leading actors of the day.

Capital Punishment.

The beheading of two women in Germany calls attention to the great diversity in the methods of capital punishment still in force in the civilised world. In Europe alone, the axe, the gallows, and the guillotine are used, while the solitary confinement for life which has replaced the death penalty in Italy is probably less humane in the long run than execution. Some of the cantons of Switzerland retain the death penalty, while others have abolished it. In the United States, electrocution has been adopted for about a generation. When the "death chair" was first proposed, humanitarians made a great protest, but the authorities arranged for the first execution to take place with sufficient publicity to convince the public that this method of execution was immediate and painless.

Lightening Shamrock IV.

The object of Shamrock IV, going into dock at Portsmouth, where she will remain for a day or two, says the *Daily Mail* of June 20, is threefold. She is to have some lead taken off her keel by way of increasing her speed, to undergo trimming up, and to be measured. Mr. Charles Nicholson, the designer, is by no means dissatisfied with the vessel's performance, but naturally wishes to enhance her speed in every way possible.

Cocaine Seized at Karachi.

Karachi, June 24.—An unusually large seizure of cocaine, amounting to 232 ounces, was effected on the 20th instant by the Kiamari Customs from two European petty officers of the crew of the s.s. City of Benares. Information reached a preventive officer that these seamen had offered to sell cocaine. They were shadowed and when at the Customs cabin were searched, two packets each of four ounces cocaine being found on either man. The ship was then searched. A large quantity of cocaine was found lying on a trunk un concealed, and the 232 ounces was found in a canvas covered box which had been used as a pillow. The ship came here from Bombay and the cocaine appears to have been destined for someone there who did not turn up to take delivery. The two offenders, both quartermasters, were sentenced by the Magistrate to nine and three months' rigorous imprisonment respectively. The s.s. City of Benares consequently left to-day only for Liverpool, a day late.

The Ashokan Valley.

There are now 33,095 pledged total abstainers among the garrisons in India, while the total number of members of the Royal Army Temperance Association is 36,580 or 50.8 per cent. This is the more remarkable that no less than 5,896 members and presumably the staunchest were transferred to the reserve or the home establishment or took their discharge during last year.

The Baghdad Railway.

A further chapter in a remarkable history is closed by the announcement that complete understanding has been reached between Great Britain and Germany in regard to the Baghdad Railway. From its inception that undertaking has raised a continuous crop of diplomatic questions. Our failure to co-operate with Germany was an initial mistake, whose effects were seen when the builders desired to place the terminus—the line was from the beginning planned to go beyond that "rose-red city, half as old as time"—at Kuwait, on the Persian Gulf. Not only our commercial and political interests in the Gulf, but the fact that the Sheikh of Kuwait enjoys British protection, caused Great Britain to oppose this scheme.

If you have lost your appetite of one of the big variety of dainty dishes at the ALEXANDRA CAFE' is sure to tempt you.

NOTICE

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At \$10 Per MONTH.

TUNING AND REGULAR ATTENTION INCLUSIVE.

MORE GRAFT.

Serious Story from New York.

Says the New York Evening Post of June 11:

New York woke up to-day to the fact that the dismal tale of graft which has been running in instalments in the newspapers ever since the Catskill Aqueduct was first projected ten years ago has by no means reached the finish mark. Another disagreeable chapter is to be added to the sordid story by Frank L. Polk, Corporation Counsel. He has brought suit against Everett P. Fowler, better known since the Hennessy disclosures as "Murphy's Bagman," and two other prominent Kingston lawyers to recover \$100,000 which the three are charged with having taken from the city on extortionate bills for legal services in connection with the work of searching titles to aqueduct property.

Fowler was indicted some time ago for extorting campaign contributions from State road contractors. In the present case his co-defendants are John J. Linson and Augustus H. Van Buren. Linson was once Corporation Counsel of Kingston and a State Senator from 1888 to 1891.

"The credit for this action should go to my predecessor, Archibald S. Watson," said Mr. Polk to-day. "He had been investigating these alleged extortions for some time, and would have followed up the case had he remained in office. It was he who suggested to me that it might be well to look into the bills of the men who are now being sued."

The Law of the Valley. Other paragraphs from the same memorandum give a few flash-lights of the conditions under which the project has proceeded.

"Fifty dollars a day, substantially, has been fixed by as many of the other justices as the per diem compensation for those Ashokan commissioners that I am neither willing nor inclined to disagree with those justices so long as an honest day's work is done for the money. If expedition and integrity, instead of slothfulness and rapacity, were the law of the Ashokan Valley, no fault would be found with the daily wages paid.

"It is the system, not the commissioners, that is most deserving of reproof. Many of the faults charged against the Commissioners are the result, not of their forthcomings, but of the law which created them and the conditions which surrounded them. This whole project of the condemnation of land in the Ashokan Valley is characterized as waste, disorder, and confusion. There is no system and no plan for doing anything.

"Nobody seems to be in charge of the matter, and the result is an endless muddle and mix-up. Sometimes as many as ten commissions, I am told, are convened at Kingston to hear testimony in one day, with only five, generally only three, representatives of the Corporation Counsel's office available for service before them. And again it happens, often, so the members of the Commission inform me, that there is no place provided for so many commissions to sit at one time, and they are forced to convene in halls and corridors and attics and other inconvenient and improper places.

"How much New York city has lost in graft, extortion, and waste on the great Catskill Aqueduct project will probably never come to light. Beyond the shadow of a doubt, the figure runs well up into the millions. In passing on the application for compensation,

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Rooms in Queen's Road Central.
No. 9 Beaconsfield Arcade, Shop.

TO LET.

TO LET—No. 5 "Ormsby Terrace" Kowloon. Apply to SPANISH DOMINICAN PROCURATION.

TO LET—NICE FLAT of two ROOMS in Kowloon; suitable for Europeans, airy, in good locality. Electric Light, Water, Bathrooms, Kitchen. Also place suitable for shop. Moderate rent. Apply H. Rutonjee, Royal George Hotel.

TO LET—No. 3 Seymour Terrace on August 1st, 1914. Apply G. A. WOODCOCK, MAGISTRACY.

TO LET—BOARD and LODGING for Single Gentlemen: three minutes from Ferry, terms moderate. Apply Mrs. EDWARD JACOBS, 17, Ashley Road, Kowloon. Hong Kong, 2nd July, 1914. [12]

TO LET—Office 2nd Floor No. 14 Pedder Street. For further particulars apply Property Office, JARDINE, MATHESON & Co., Ltd.

TO LET—Queen's Building—the South West portion of the first floor, including Treasury on Ground Floor, lately in occupation of the German Bank. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY E. Co., Ltd.

should not be omitted. The chairman of one of the commissions which reported to me made the statement in open court that it was the practice of some of these experts to testify before several commissions in one day, charging a day's pay before each commission. Many of these experts receive element to be reckoned in computing the cost of a public structure as cement or lumber. It has come to be a matter of course—this rake-off—a loss recognized by all who make estimates of cost in such cases. Figure what a private corporation like a railroad can construct a public undertaking for, then add 40 per cent. for graft, and you have the cost of the enterprise. A public structure built honestly would be a freak."

The Law of the Valley.

Other paragraphs from the same memorandum give a few flash-lights of the conditions under which the project has proceeded.

"Fifty dollars a day, substantially, has been fixed by as many of the other justices as the per diem compensation for those Ashokan commissioners that I am neither willing nor inclined to disagree with those justices so long as an honest day's work is done for the money. If expedition and integrity, instead of slothfulness and rapacity, were the law of the Ashokan Valley, no fault would be found with the daily wages paid.

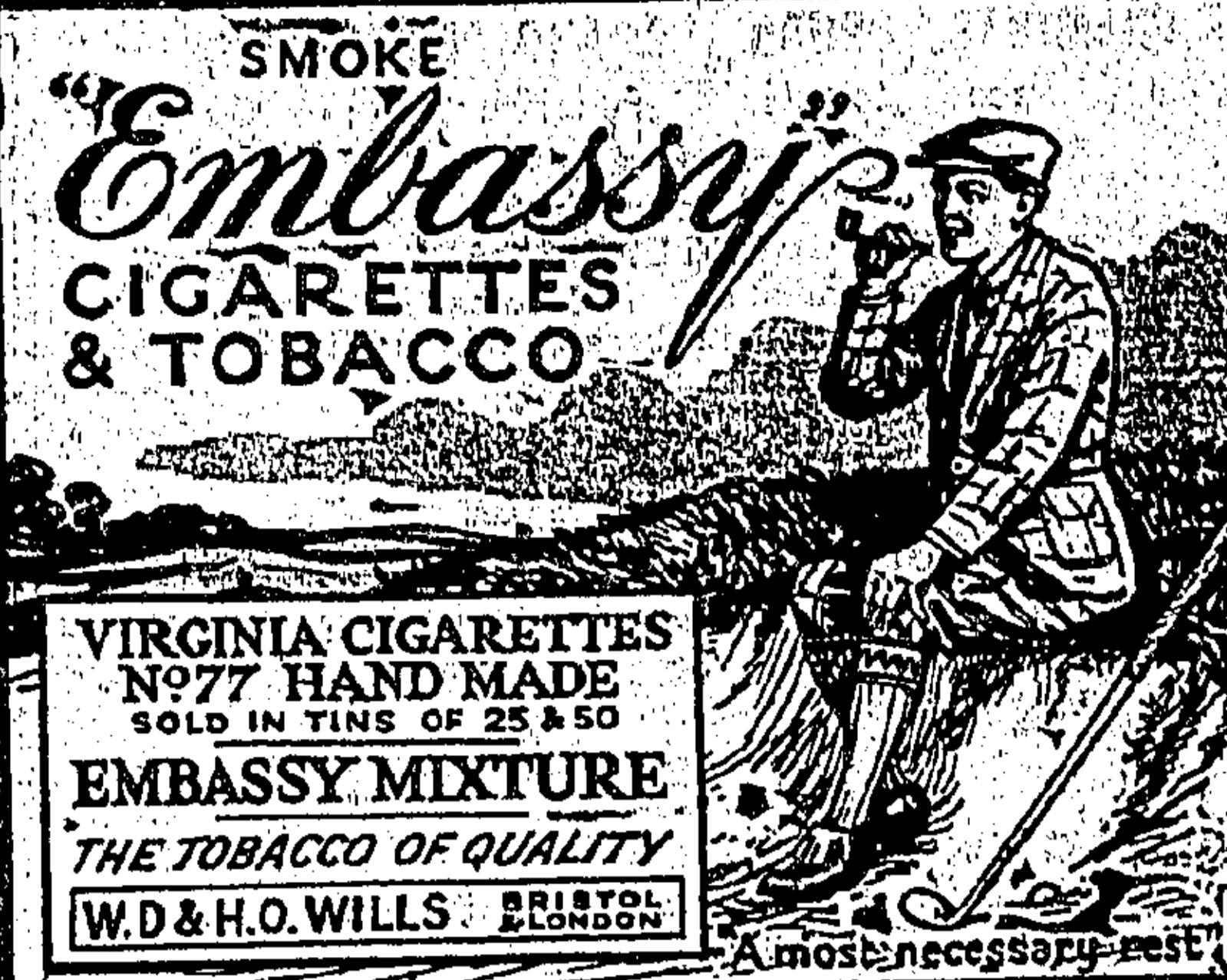
"It is the system, not the commissioners, that is most deserving of reproof. Many of the faults charged against the Commissioners are the result, not of their forthcomings, but of the law which created them and the conditions which surrounded them. This whole project of the condemnation of land in the Ashokan Valley is characterized as waste, disorder, and confusion. There is no system and no plan for doing anything.

"Nobody seems to be in charge of the matter, and the result is an endless muddle and mix-up. Sometimes as many as ten commissions, I am told, are convened at Kingston to hear testimony in one day, with only five, generally only three, representatives of the Corporation Counsel's office available for service before them. And again it happens, often, so the members of the Commission inform me, that there is no place provided for so many commissions to sit at one time, and they are forced to convene in halls and corridors and attics and other inconvenient and improper places.

"How much New York city has lost in graft, extortion, and waste on the great Catskill Aqueduct project will probably never come to light. Beyond the shadow of a doubt, the figure runs well up into the millions. In passing on the application for compensation,

"And the 'experts,' so-called,

NOTICES.



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Fancy	DUCHESS SETS	Embroidered
Cushion Cases	AND TABLE CENTRES.	Crash Covers

MODERATE PRICES. ALL WASHABLE.

LANE, CRAWFORD & CO.

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Deutsche Apotheke. :: Pharmacie Internationale.

IF YOU ARE TOO STOUT

TRY OUR

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A Harmless Remedy for Obesity and Excessive Corpulence.

BOXES OF 50 TABLETS \$1.40.

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PORCELAIN FILLINGS.

The Latest Improvements toward Lasting Workmanship and Painless Operations. No charge for examinations. Fees moderate. Diploma Tokio.

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34, Queen's Road Central (Corner of Flower Street)

Telephone 1362.

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A Fresh Remedy for all Irritable Diseases. Thousands of ladies always take the first sign of any Irritability of the System, a slight headache, a slight pain, & then take Martin's APIOL & STEEL PILLS, and get rid of it.

All Complaints and Diseases are cured by Martin's APIOL & STEEL PILLS.

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For all Complaints and Diseases.

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PURE CARBOLIC SOAPS.
Highly recommended by the Medical Profession.
For the **BATH** and **TOILET**, in three strengths: Strong Medical,
Medium and Toilet.

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An invaluable and most effective remedy. Immediately
alleviates the irritation.

WATSON'S

YE OLDE ENGLISH LAVENDER WATER.

An exquisite Perfume. Put up in Elegant Bottles, makes a delightful
adjunct to the Toilet.

"WE LIKE YOUR LAVENDER WATER BETTER THAN ANY
OTHER WE HAVE BEEN ABLE TO GET IN ENGLAND. (Recent
Testimonial.)

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The rates of Subscription to the "Hongkong Telegraph" will
be as follows:-

Daily issue—\$36 per annum.

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for any period less than one month will be charged as for a
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The daily issue is delivered free when the address is accessible to
messengers. Peak subscribers can have their copies delivered at
their residences without any extra charge. On copies sent by
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The postage on the weekly issue to any part of the world is \$1.00
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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for
cash only).

Advertisements and Subscriptions which are not ordered for a fixed
period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered
to subscribers by, the Dairy Farm Company, Ltd., Shamian,
Canton, who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth
and print the news without fear or favour.

前向無所顧眞告事聞要訪探大正論音官報本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, FRIDAY, JULY 17, 1914.

Straits Chinese and Rebellion.

Light is shed by the Singapore newspapers on the mysterious
rebellion which was reported, by our Shanghai correspondent, a
fortnight ago, to be brewing in the Straits. The Chinese press at
the Straits has been gravely stating that the local Chinese authorities
have received instructions from Peking "to take precautions, as the
rebels are reported to be engaging coolies and labourers in the
Straits Settlements, ostensibly for industrial works in China."

This would be carrying coals to Newcastle with a vengeance. Are
there no available recruits to be found in China itself with it running
out of the highways and by-ways of the Straits and the F.M.S., after
coolies who, in some cases, cannot even speak Chinese, and in others,
have staked everything to get out of China and whom nothing would persuade to return thither? Surely someone
has been pretty gullible. Then the Chinese report goes on to say
that the rebels want 30,000 men in all, and that 3,000 are supposed
already to have been sent to China on three steamers. The last figure,
at least, offers us something a little more feasible than the story which
came down to us from the North, wherein it was stated that *thirty*
thousand men had been conveyed on three ships. We have seen coolies
packed closely now and then on boats destined for the rubber
countries, but we should like to see the local ship that could afford
to give up as much of its space as would accommodate ten thousand
of these gentry.

Alas for the romance of it all; the *Straits Times* smashes up
the whole pretty story in a brutally common-sense fashion by
pointing out that the three thousand returned lost lambs—if that
actually were their number—are mainly miners from the F.M.S. who
have been obliged to quit the country and return to F. Wangtung on
account of the well-known depression in the tin trade, which has
thrown an enormous number of coolies out of work. And so the little
fairy-tale is turned inside out. What will be the next cock-and-
bull revolutionary story? When, in a few years' time, we come to
look back on China's political troubles since the Revolution, we shall
probably realize that three-fourths of those have been occasioned by
here and there a mischievous person getting hold of a credulous
audience and sowing lies among them by the bushel. Pity it is
that the Chinese Government cannot get hold of a few of these
meddlers and make an example of them. In the meantime it
certainly behoves the British officials in Singapore, as well as in
Hongkong, to keep a wide-open eye on the paid agitators who are
wandering about in British territory with the sole view of enriching
themselves by stirring up strife, and making things a thousand
times harder for the country to whose interests they profess to be
devoted.

Helping the Sufferers.

The fund being raised by the
Tung Wa Hospital for the relief
of the sufferers by the West River
floods is mounting up splendidly.
It now totals well over the \$100,-
000 mark, and one thing which
one cannot fail to observe is how
the Chinese from other parts of
the world have come forward with
their gifts. Just casually glanc-
ing down the list one sees dona-
tions from as far afield as the
West Indies, New York and
Victoria (British Columbia), and,
nearer home, from Hanoi, Bang-
kok, Canton and Fukien. An-
other feature of the list is to be
found in the fact that quite a
number of schools are represented.
There is no doubt about it
that when it comes to collecting
money for a cause, the Chinese
have no equals. Their generosity
too, is proverbial.

The Pit of It.

It is, indeed, wonderful how
solidly the Chinese are welded
together when it comes to helping
the genuinely distressed. Rich
and poor alike loosen their purse
strings, and from the remotest
parts of the world money flows in.
This is a fine national trait. The
pity of it is that the same spirit
is not found in the political life
of the nation. There, at any rate,
the opposite spirit prevails, and,
instead of co-operation for the
common weal, we find intrigues,
digs, working against
each other, and a profound distrust
between man and man. Hence
comes it about that progress is
painfully slow. The only hope
for the future is that officials will
one day begin to trust one
another, and the people to trust
them. But they must show they
are worthy of that trust before it
can be reposed in them.

Chinese and Advertising.

"The Chinese business man
knows nothing of the art of ad-
vertising," says Li Wu Ting-
fang, in his book on America, to
which allusion was made in our
columns last night; and, anyone
familiar with the newspapers
published in Singapore, Manila,
Hongkong or Shanghai—places
containing thousands of illiterate
Chinese firms—will readily
endorse the statement. Hoarding-
advertisements in Chinese towns
are but just coming into fashion—
and that merely because the more
enterprising of the native traders
are taking example by the
British and American firms
which, in China as elsewhere, are
bound to depend for no small
amount of their success on poster
advertisement. Moreover, it may
be seen at a glance at any foreign
paper published in the Far East,
that, for twenty European
advertisers, there is rarely more
than one Chinese.

The Old Time Trade, and The New.

Many old stages out here, al-
luding this to the fact that the
old-fashioned Chinese does not
like to lay out money unless he
can see a certain return. That
may be so, but it happens that
the majority of businesses (at
any rate in this Colony) that
most need advertising are in the
hands of the new-fashioned
Chinese. These latter, one would
have thought, should know by
now that judicious advertisement
is anything but laying out money
riskily. For those Chinese firms
that cater mainly or exclusively
for their own countrymen, this
neglecting to avail themselves of
opportunities of pushing their
wares in reliable foreign papers,
may be good enough; but from
the point of view of those who
seek to attract European custom-
ers, the policy is a poor one, danger-
ously allied to thinking the ship
for the sake of a dollar's worth of
paint.

SLIGHTLY DRUNK.

Seaman Who Failed to Pay Tram Fare.

J. Watt, described as an un-
employed seaman, was summoned
this morning with attempting to
avoid payment of his fare on the
Shaukiwan section of the tramway.

In answer to the magistrate,
the defendant said that he had no
reason for refusing to pay the
money, and, in reply to a question
as to whether he was drunk,
replied that he was slightly.

A fine of \$5 was imposed.

DAY BY DAY.

THE WORLD DEALS GOOD-
NATUREDLY WITH GOOD-NATUR-
ED PEOPLE, AND I NEVER KNEW A
SULKY MISANTHROPIST WHO
QUARRELLED WITH IT. BUT IT WAS
HE, AND NOT IT, THAT WAS IN THE
WRONG.—Thackeray.

The Weather.

Lower level 8 a.m. Temp 80;
rain.

At the Peak 8 a.m. Temp 73;
rain.

The Mails.

Siberian Mail.—Arrived per s.s.

Yingchow to-day.

Canadian and Siberian Mails.—
Arrived per s.s. Empress of
India to-day.

American Mail.—Due per s.s.

Siberia to-morrow.

Siberian Mail.—Closed per s.s.

Ceylon Mail to-day at 4 p.m.

English Mail.—Closes per s.s.

Assaye to-morrow at 11 a.m.

Siberian Mail.—Closes per s.s.

Yingchow to-morrow at 5
p.m.

French Mail of June 18.—Deliv-
ered in London on July 16.

Count the Columns.

Yesterday the *Telegraph*
published 33 columns of solid
reading matter. To-day there
will be 33 published.

Encountered Typhoon.

The s.s. Yingchow arrived in
port this morning from Shanghai
and reported having encountered
a typhoon south of Shaho Island.
Very severe S.S.W. gales were
experienced to Breaker Point and
heavy rain thence to port.

Serious Opium Charge.

At the Police Court to-day,
Det. Sergt. Wills charged a sampan
owner with being in un-
lawful possession of 470 taels of
opium on board his sampan off
Blake Pier, the evening before
last. It is believed that the drug
was imported from Swatow and
was being transhipped in the
harbour. A remand was ordered
until to-morrow.

Trespasser Fined.

The case in which a Chinese
was charged with trespassing in
the Royal Naval Yard was again
before the Court to-day, on
remand, Sergt. Allen prosecuting.
The contractor to whom the tally
which the defendant was carrying
was attached, appeared in Court and
denied all knowledge of the man,
who was fined two dollars, or in
default fourteen days' imprisonment.

Fond of Hongkong.

At the Police Court, this morn-
ing, Inspector P. O'Sullivan
charged a Chinese with returning
from banishment. This is the
third similar charge preferred
against the man, and last June he
was banished from the Colony
for twenty years. He was sent to
prison for twelve months, the
magistrate's order also providing
for four hours stocks and twenty-
four strokes of the birch.

Not Responsible.

The Chinese cook, once in the
employ of Dr. Stedman, who
was charged with assault, and of
whose sanity there was some
doubt, appeared again this morning,
on remand, at the Police Court.
Inspector Garrod reported

that the man had been certified
as not being responsible for
his actions, and he was handed
over to his relatives, who have
agreed to look after him and will
remove him to the country.

LANGKAT OUTPUT.

The Langkat output for June
was 8,603 tons and the average
daily output was 288.76 tons.

Messrs. Wright and Hornby
advise us that the output for
July is:

1st July... 203 tons

2nd "... 204 "

3rd "... 249 "

4th "... 220 "

5th "... 219 "

6th "... 228 "

7th "... 258 "

8th "... 244 "

9th "... 218 "

10th "... 208 "

11th "... 181 "

12th "... 201 "

13th "... 297 "

14th "... 263 "

15th "... 187 "

16th "... 218 "

Total to date 3,718 "

Daily average 112.326 "

V.R.C. MEETING.

WILL THE GYMNASIUM BE ABOLISHED?

Last Year not so Good as
the Year Before.

The Weather.

Lower level 8 a.m. Temp 80;

rain.

At the Peak 8 a.m. Temp 73;

rain.

The Weather.

Lower level 8 a.m. Temp 80;

rain.

At the Peak 8 a.m. Temp 73;

rain.

The Weather.

Lower level 8 a.m. Temp 80;

rain.

At the Peak 8 a.m. Temp 73;

rain.

The Weather.

Lower level 8 a.m. Temp 80;

rain.

At the Peak 8 a.m. Temp 73;

rain.

The Weather.

Lower level 8 a.m. Temp 80;

rain.

At the Peak 8 a.m. Temp 73;

REVENUE LAUNCH OFFICER CHARGED.

Certificate Suspended and Fine Imposed.

"A Most Serious Case of Stupidity."

At the Marine Court, this morning, before Commander Beckwith, R.N., Revenue officer Langley was charged with failing to observe the rule of the road with launch R.D.I. on July 15.

Originally there were two summonses, one against the coxswain of the launch as well, but his Worship on inquiring who was in charge of the launch, was told by the Revenue officer that he was in charge. His Worship then dismissed the summons against the coxswain.

Inspector Gordon said that about 9.10 a.m. on the 15th inst., he left Kowloon on the ferry boat Evening Star for Hongkong, and after leaving Kowloon he noticed the Government launch R.D.I. with her bow abreast of the stern of the ferry, and about ten feet off the ferry. She followed on the starboard side of the ferry, at this close distance, gradually gaining ahead until at about the Holt buoy, where the Star ferry boat stopped. The Government launch then went across the bows of the ferry, making for Murray Pier and States Wharf. In his opinion, if the Star ferry launch had not stopped, there would have been a serious collision. After the launch had crossed the bows of the ferry, she was in difficulty with the outgoing ferry from Hongkong and had to port her helm hard to clear. Several passengers on board the ferry complained to him about the dangerous way in which the launch was navigated and the general inconvenience it caused to the travelling public.

Mr. B. L. Frost, electrician to the Eastern Extension Telegraph Company, said he was a passenger on this ferry and he noticed when halfway across the harbour that the ferry launch was being overtaken by a revenue launch. It was coming up from the stern on the starboard side. She came up to within twenty feet of the ferry and kept dangerously close to the ferry for some distance—about three hundred yards. The launch went on close and then gained on the ferry, the latter stopping when the launch went to cross her bows.

Mr. D. K. Blair gave similar evidence.

Commander Beckwith said he supposed the defendant thought he had right of way; he ran alongside parallel for a long time trying to jockey the ferry off. He asked the defendant if he considered twenty feet a safe distance.

Defendant admitted that as a responsible person it was his duty to slow down and allow the ferry to go on.

Commander Beckwith said the defendant had not to think that because his was a Government launch he might inconvenience a ferry containing probably three hundred people going to business.

The defendant said he thought he had right of way, as he was on the starboard side.

Commander Beckwith said defendant was taking tremendous risks and putting the ferry in a very awkward position. It was "plainly his duty to stop from the start as his was the overtaking ship. He advised the defendant to study the overtaking article. He found that the defendant launch overtook the Star ferry and kept a course directly parallel to the ferry at a dangerously close distance for a considerable time, making it impossible for the ferry to alter her course either way without risking a collision, and eventually the ferry stopped and allowed the launch to pass ahead. It was clearly the duty of the R.D.I. to have stopped before overtaking the ferry and pass under her stern, being bound for Murray Pier. He considered this a most serious case of stupidity and also ignorance of the rules for prevention of collisions, so he ordered the defendant's coxswain certificate to be suspended for three months, defendant to be re-examined before the same was returned and a fine of twenty dollars to be inflicted.

SPECIAL CABLES.

(Special Pacific Service to the "Telegraph"—Reuter.)

SIKHS IN SHANGHAI.

ALLEGED SEDITION MOVEMENT.

Shanghai. Received July 17. From an assault case arising out of an alleged sedition movement among Sikhs, which was heard in the British Police Court to-day, it appears that the complainant, Butta Singh, is secretary to the Sikh Gurdwara. A few days ago a meeting of the committee was held when the names of seven men connected with a sedition movement were published and forwarded to the Municipal Council with a view to having them forwarded to the Consul General. Since the publication of the names Butta Singh and his juniors have been threatened.

The complainant stated that a large number of copies of the *Gadir*, a sedition newspaper published in San Francisco, are circulated in Shanghai. The case was adjourned.

WHITE WOLF.

AGAIN BAFFLES THE TROOPS.

Hankow. Received July 16. "White Wolf" has out-maneuvred the soldiers and is now reported to be 150 li east of Lushan. One band, however, has been extirpated and quantities of rifles and horses have been captured. The bandits attempted to escape with their booty which provided rich pickings for the country folks who were watching day and night.

The captured "wolves" were taken into Lushan, where between five and twenty are executed daily. They are mostly Southerners and maintain that they are only chair-bearers for the bandits, but none are spared.

BOXER MOVEMENT.

MISSIONARIES' REPORT.

Yunnan-fu. Received July 16. Missionaries report the gathering of a thousand Boxers in the Chaotung District on the Szechuan-Kweishow border.

THE NEUMANN MURDER TRIAL.

Shanghai. Received July 16. The accused in the Neumann murder trial will be handed over to the authorities in the Chinese City for further investigation. The Mixed Court is arranging for a representative of the Municipal Council to be present.

GOING ROUND THE WORLD.

Universal Film Company's Agent in Hongkong.

VICTORIA THEATRE.

Antoine Fournier's Opening Night.

It was unfortunate for the success of M. Fournier's opening night at the Victoria that the weather should be so uncompromisingly bad. Despite the unceasing rain, however, there was quite a reasonably good attendance at the theatre, and the great French athlete's performance—a very long turn of some five-and-twenty minutes—was watched with breathless interest and unqualified admiration. To be realised, Fournier's performance must be seen, but it may not be amiss to mention one or two typical items of his programme. After throwing weights of over half a hundred-weight up and down, and juggling with them as though they were cricket-balls, he offered further evidence of his great strength by tying a string attached to one of these to his finger, raising the weight in the other hand, and letting it fall again a distance of some feet, never moving his finger or arm when the jerk came.

Another interesting feature of his turn was that, while his lady partner lay on the stage, he stood over her and juggled with two weights at a time. The least mistake on his part must have resulted in the death or the permanent disablement of the lady; a fact which says much for Fournier's confidence in his own powers.

To illustrate the enduring capacity of his "steel" chest, he lay on his back on the stage and

DAIRY FARM NEWS.

NOTHING CAN EXCEL

OUR

DAISY BRAND

TABLE BUTTER.

IT IS PURE, DELICIOUS AND POSITIVELY

THE BEST BRAND

On the Market.

INSIST ON GETTING THE GENUINE ARTICLE.

THEODORO VAFIADIS & Co.

CAIRO

EGYPTIAN CIGARETTES.

UNEXCELLED FOR FLAVOUR AND QUALITY.

KRUSE AND CO.

SOLE AGENTS.

BANDMANN VISIT CANCELLED.

TO-DAY'S ADVERTISEMENTS.

"INDRA LINE, LIMITED."

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship

"INVERCLYDE" having arrived from the above port, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 23rd July will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 23rd July at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by:

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, 17th July, 1914.

THE ROYAL MAIL STEAM PACKET COMPANY.

THE Steamship

"DEN OF RUTHVEN" From PACIFIC COAST and JAPAN.

The above Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo impeding discharge or remaining on board after 18th July, will be landed at Consignees' risk and expense and delivery must then be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected.

No claim will be recognised if the Goods have left the steamer or Godowns, and all goods remaining undelivered on 24th July will be subject to rent.

All damaged cargo must be left on board or in Godown and examination of same will be held on 23rd July at 9.30 a.m.

All Claims must be presented

on or before 28th July, otherwise

they will not be recognised.

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, July 17th, 1914.

SOLE AGENTS

Summits

COLLARS

SHAPE No. 40 WITH LOCK FRONT.
THE DOUBLE COLLAR THAT LOOKS EQUALLY WELL IN EITHER OF ITS SIX DEPTHS:
1/4, 1/3, 1/2, 2/3, 3/4, 1 inches.

QUARTER SIZES

\$4.50 PER DOZEN.

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS,

16 DES VŒUX ROAD. 16

WM. POWELL, LTD.

TELEPHONE 346

WASHING

HAND-PRINTED

ARTISTIC

TABLE COVERS

EMBROIDERED

CRASH COVERS

TABLE CENTRES - -

- - TEA COSIES

WHITE MUSLIN CUSHION CASES.

J. ULLMANN & CO.
JEWELLERS WATCHMAKERS, OPTICIANS.
LARGE SELECTION OF

WRIST WATCHES
FOR LADIES & GENTLEMEN.

Prices Right
ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO.

CORNER OF FLOWER
STREET.



COLUMBIA

THE INSTRUMENTS THAT NEVER BREAK DOWN.

DEMONSTRATION DAILY.

ANDERSON MUSIC CO., LTD.

SOLE DISTRIBUTORS.

Hongkong & South China

SEND FOR CATALOGUES.

THE ONE AND ONLY GENUINE TANSAN CLIFFORD WILKINSON'S

THERE ARE

"TWO DRINKS IN ONE"

IN ALL

THE TANSAN SWEET WATERS

ALL THE FRESHNESS AND GOOD QUALITIES

OF THE FINEST FRUITS, TOGETHER WITH SPARKLING, HEALTH-GIVING TANSAN. MAKE THESE THE SAFEST AND MOST WHOLESOME NON-ALCOHOLIC BEVERAGES:

WILKINSON'S TANSAN GINGER ALE,

WILKINSON'S TANSAN LEMONADE,

WILKINSON'S TANSAN TONIC,

WILKINSON'S TANSAN SARSAPARILLA.

NO IMPURITIES CAN GET TO ANY OF THESE.

THE CLIFFORD-WILKINSON TANSAN MINERAL WATER CO., LTD., KOBE.

SOLE AGENTS

CANDE PRICE & CO., LTD.

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SHIPPING

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of India	23rd July.
Empress of Asia	5th Aug.
Empress of Japan	19th Aug.

All Steamships leave Hongkong at noon.

The "EMPEROR OF RUSSIA," and "EMPEROR OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPEROR OF RUSSIA," "EMPEROR OF ASIA," via Optional Atlantic Port, £71.10.

"EMPEROR OF INDIA," "EMPEROR OF JAPAN," via Optional Atlantic Port £65.

Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China. Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

A PCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "C. Apcar," 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE & MOJI, on 23rd July.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched for YOKOHAMA, KOBE & MOJI on 31st July.

WESTWARD.

S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA on 2nd Aug.

S.S. "Diliwara," 5,378 tons, Capt. Ramage, R.N.R. will be despatched as above on 6th August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASOON & CO., LTD.

Hongkong, July 17, 1914.

Agents.

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONG-KONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

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Summer Excursion Tickets to Japan by all Lines.

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HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

Marseilles, Havre, Emden, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.)

Taking cargo at though rates to all European North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, Naples, Levante, Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong:

FOR STEAMSHIP TO SAIL Shanghai, Kobe and Yokohama... 17th July

" " Senegambia... 25th July

" " Holzalvia... 14th Aug.

" " Scanda... 23rd Aug.

" " Liburia... 11th Sept.

" " Almark... 18th Sept.

" " Arabia... 9th Oct.

" " Wurtemberg... 16th Oct.

V'ctoria, V'ver, S'tic T. & P. (Or.) Andalusia... 2nd Aug.

" Belgravia... 17th Sept.

" Brasilia... 12th Oct.

Havre, "R'dam, & Hamburg... 17th July.

M'les, Havre, Bremen & Hamburg Preussen... 21st July.

Havre, Emden & Hamburg Silesia... 27th July.

M'les, Hamburg and Antwerp Hoerde... 29th July.

Havre, Bremen & Hamburg Markomannia... 7th Aug.

M'les, "R'dam, Hamburg & A'werp. O. D. J. Ahlers... 22nd Aug.

Havre, Emden, & H'burg. Senegambia... 25th Aug.

Havre, E'burg & A'werp. Dortmund... 5th Sept.

Genoa, Havre & Hamburg. Holeszia... 10th Sept.

H'burg & A'werp. Saxonia... 12th Sept.

Havre, Bremen & H'burg. Scanda... 21st Sept.

For further particulars, apply to:

Hamburg-Amerika Linie,

Hongkong Office.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLE, LONDON & AN-	Iyo Maru	WEDNES., 29th
TWERP, via Singa-pore, Malacca, Penang, Colombo, Suez, & Port Said.....	Capt. T. 12,000	JULY, at 10 a.m.
Hirano Maru	WEDNES., 12th	
Capt. Fraser	T. 16,000	AUG. at 10 a.m.

Destination.	Steamers.	Sailing Date
VICTORIA, B.C., and SEATTLE via Sh'hai, Keelung, Moji, Kobe, Yokohama, Shimizu and Yokohama ...	Tama Maru	TUESDAY, 28th
Capt. Capt. Soeda	T. 12,500	JULY, at 4 p.m.
Aki Maru	THURS., 13th	
Capt. Noma	T. 12,500	AUG. at 4 p.m.

Destination.	Steamers.	Sailing Date
SYDNEY & MEL-	Nikko Maru	WED., 29th
BOURNE, via Manila, Thurs- day Island, Townsville and Brisbane	Capt. Takeda	JULY, at noon.
Kumano Maru	WEDNES., 26th	
Capt. Soeda	T. 9,300	AUG. at noon.

Destination.	Steamers.	Sailing Date
GALCUTTA via S'pora, Penang & Rangoon	Tosa Maru	SATURDAY,
Capt.	T. 12,500	JULY, at 25th July.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

YOKOHAMA KOBE MOJI NAGASAKI

Return.	Return.	Return.	Return.
1st class.....\$135	\$122	\$108	\$95
2nd class....\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI & TSINGTAU	Yingchow	18th July at m'night
SWATOW, AMOY, N'PO	Hanyang	19th July at d'light
& S'hai	Tean	21st July at 4 p.m.
MANILA, CEBU & ILOILO	Shahsing	21st July at 4 p.m.
SHANGHAI	Kai long	22nd July at 9 a.m.
HOIHOW & H'PHONG	Kueichow	23rd July at 10 a.m.
WEIHAIWEI & TIEN TSIN	Anhui	23rd July at 4 p.m.
SHANGHAI	Kanchow	25th July at m'night
SHANGHAI & TSINGTAU	Chinhuia	28th July at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANU"

MANILA LINE.—Twin Screw Steamers "Chinhuia," "Taming," and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean"; "Chenau," "Shaohsing" and the S.S. "Kanchow" "Liangchow," "Luchow," and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Hongkong to Shanghai:—Single \$45, Return \$75.

Do: Hongkong

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)
For Steamship On
S'PORE, Pang & C'cutta... Kutsang* Sat., 18th July at noon
MANILA ... Loongsang* Sa., 18th July at 2 p.m.
Y'NAMA, Kobe & Moji... Fooksang* Mo., 20th July at noon
SANDAKAN... Hinrang* Mo., 20th July at noon
MANILA ... Yt'nsang* Sat., 25th July at 2 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Laisang," leave about every 3 weeks for Shengnai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang" "Lovat" "Yatsing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 15 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Passengers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.

Taking cargo on through Bills of Lading to Kudat, Lahad Datu, Simporia, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILING FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamers. Date of Sailing

LONDON & ANTWERP...Den of Ruthven 19th July.

Trans-Pacific "Shire" & "Glen" Joint Service.

V'TORIA, VVER, STLE, }
TACOMA & PLAND, }

V'TORIA, VVER, STLE, } Den of Airlie 10th August.

TACOMA & PLAND, }

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.

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THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGECASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACTYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessel's up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shop, ranging up to 100 Tons, 50 Ton Hydraulic TESTIMONIAL MACHINE for Chains, Wires, Ropes, Rivets, etc.

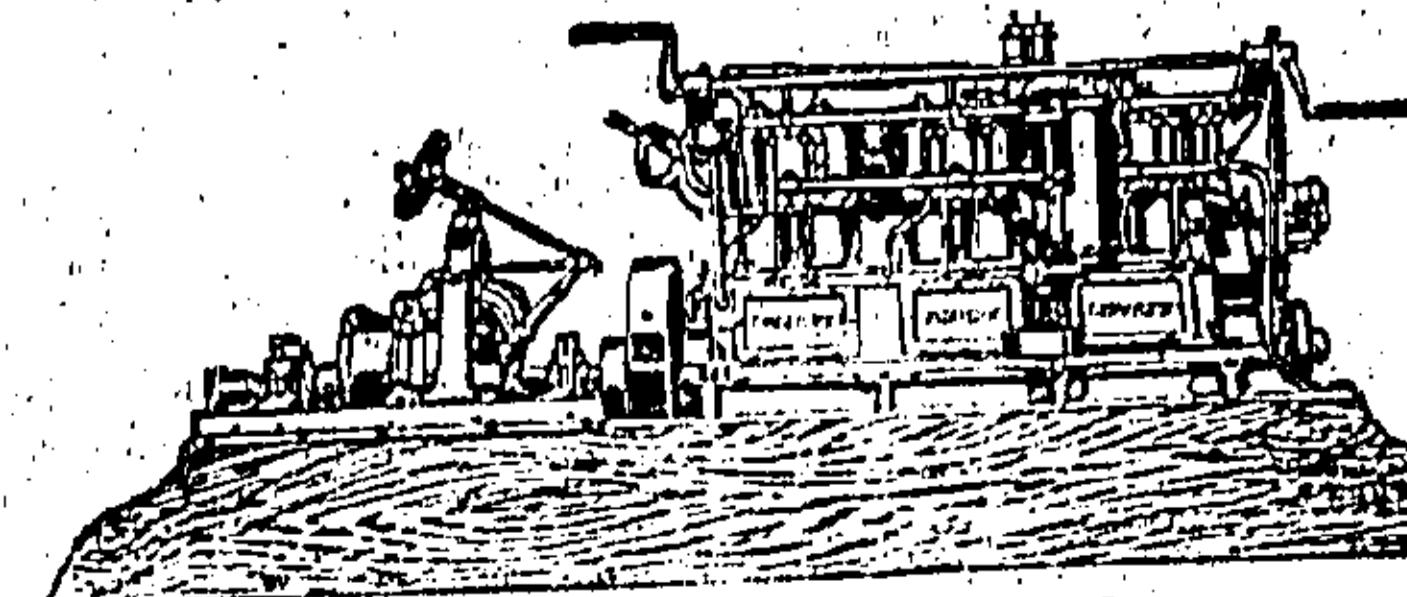
AGENTS FOR:

JOHN I. THORNGROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.



C.6 type Maxi and Reserve Gear.

B.H.P. Petrol 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOWEBOATS, AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE HONGKONG, CHINA AND JAPAN, AGENTS, Telegraphic Address:—"TAIKOODOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

MOVEMENTS OF STEAMERS.

VESSELS IN PORT.

Hangang, Br. s.s. 1,214, Punkett, 13th inst.
—Saigon, 7th inst. Rice—B. & S.

O. Diederichsen, Ger. s.s. 774, H. Frandsen, Haiphong, 13th inst. Gen.—J. & Co.

Steamers,

Bourbon, Fr. s.s. 677, Lavar Naut, 28th ult.—Saigon, Gen.—Chinese.

Lycomoon, Ger. s.s. 1,238, E. Abshagen, 13th inst.—Saigon, 10th inst. Rice—Chinese.

VESSELS ADVERTISED TO DEPART TO MORROW.

For. Vessel.

Hongay Phu yen

India Kutsang

Europe Assaye

Philippines Loonggang

Manzanillo Mexico City

Straits Koerbor

Shanghai Hanyang

Saxon Monarch, Br. s.s. 6,624, A. Walker 26th ult.—Philadelphia, Case Oil—S. O. Co.

Maisang, Br. s.s. R. A. Maizam, 14th inst.—Tawi Tawi, 8th inst. Gen.—Order.

Seangchoon, Br. s.s. 2,722, V. Graves, 26th ult.—Singapore, 25th ult. Gen.—Chinese.

Loongsang, Br. s.s. 1,093, Leasak, 14th inst.—Mandla, 11th inst. Gen.—J. M. & Co.

Rajatun, Gor. s.s. 1,189, C. Wolf, 28th ult.—Bangkok, 19th ult. Rice—B. and S.

Solyeig, Norw. s.s. 2,529, P. Einarsen, 14th inst.—Java, Sugar & Gen.—J. C. J. L.

Bendoran, Br. s.s. 1,585, D. E. Calley, 2nd inst.—Singapore, 26th ult. Gen.—G. L. & Co.

Kutsang, Br. s.s. 3,110, Bradley, 13th inst.—Moi, 8th inst. Coal & Gen.—J. M. & Co.

Aldenham, Br. s.s. 2,410, G. L. Smith, 4th inst.—Manila, 2nd inst. Gen.—G. L. & Co.

Sui-sang, Br. s.s. 1,737, Simpson, 13th inst.—Freemantle, Gen.—J. M. & Co.

Fooshing, s.s. 1,423, H. Alcock, 7th inst.—Haliphong, 5th inst. Gen.—J. M. & Co.

Lambert Schiff, Gor. s.s. 1,012, A. Struve, 13th inst.—Saigon, 11th instant. Rice—S. & Co.

Talyo Myru, Jap. s.s. 1,625, T. Funoto, 15th inst.—Ching-wan-tao, 9th inst. Gen.—M. B. F.

Brilius, Norw. s.s. 859, A. T. Johnson, 15th inst.—Bangkok, 7th instant. Rice—T. & Co.

Hicas, Br. s.s. 1,395, James Inkster, 7th inst.—Shanghai, 4th inst. Gen.—B. & S.

Childar, Norv. s.s. 1,102, Nellson, 16th inst.—Swatow, 15th inst. Gen.—A. T. & Co.

C. J. L. s.s. 951, Jacobson, 9th inst.—Swatow, 8th inst. Gen.—C. J. L.

Kuikiang, Br. s.s. 1,223, J. Robertson, 15th inst.—Swatow, 14th inst. Gen.—B. & S.

CANADIAN MAIL.

The C. P. R. s.s. EMPEROR OF JAPAN left Yokohama on July 4, between 2 and 4 p.m.

The C. P. R. s.s. MONTEAGLE left Yokohama on July 13, between 2 and 4 p.m.

The C. P. R. s.s. EMPRESS OF RUSSIA left Nagasaki at 3 p.m. on July 13, and was due to arrive at Kobe at 3 p.m. on July 14.

The C. P. R. s.s. EMPRESS OF ASIA left Vancouver on July 9.

The P. M. s.s. SIBERIA with the United States mail left Yokohama on July 13, for Hongkong via Manilla and is expected to arrive at this port on July 25.

The P.M. s.s. KOREA will be despatched from Hongkong for San Francisco, via Keelung, Shanghai, Kol., Yokohama, Sh'muz, Yokohama and Honolulu on Thursday, July 21, at 1 p.m.

The E. & A. s.s. EMPIRE left Sydney for this port (via Queenstown Port, Port Darwin, Timor & Manila) on the 11th inst. and may be expected to arrive here on the 1st August.

The L.G.M. s.s. DERFLINGER which left here on the 2nd day of the month, arrived at Singapore on Tuesday, the 14th inst., at 3 p.m.

The E. & A. s.s. DEN OF AIRLIE left London on the 21st ult. and is due at Hongkong on the 8th August.

The S. L. s.s. CARNARVONSHIRE from Vancouver is due at Hongkong on the 25th Aug.

The I. L. s.s. INVERCLYDE from New York passed the Suez Canal on the 23rd July, and is due at Hongkong on the 10th July.

The I. L. s.s. INDRAKUALA from Yokohama is due at Hongkong on the 25th July, and will leave for New York via Manilla on the 27th July.

The s.s. PRINZ WALDEMAR left Sydney on the 2nd inst. at 3 p.m. and may be expected here on or about the 25th July.

The s.s. INDRADEO passed the Suez Canal on the 7th inst. for Hongkong direct.

The s.s. G. APOCAR sailed from Calcutta on the 5th inst. and may be expected here on or about the 21st inst.

The H. A. L. s.s. SEREGAMBIA left Singapore on the 13th inst. p.m. and may be expected here on or about the 19th inst. n.m.

The s.s. YORK left Colombo on Sunday the 17th inst. p.m. and may be expected here on or about Wednesday the 22nd inst. n.m.

The Bank Line s.s. SALAMIS left Bangkok on Sunday 12th July, p.m. and may be expected here on Saturday, 13th inst., at daylight.

The Bank Line s.s. DUNERIC left Bangkok on Monday, 13th July, and may be expected here on the 20th inst.

The s.s. GOETTINGEN left Singapore on the 14th inst. at 6 p.m. and may be expected here on or about Monday the 20th inst. at 6 a.m.

The s.s. ZAFIRO left Manilla on Wednesday the 15th inst. and is due here on Saturday, the 18th inst. at daylight.

The Mogul Line s.s. LENNOX sailed from the United Kingdom on 18th June, and is due to arrive here on or about the 20th inst.

The Mogul Line s.s. ERROLL sailed from the United Kingdom on 11th July, and is due to arrive here on or about the 23rd August.

TIDE TABLE.

13th July to 19th July, 1914.

	High Water	Mean	Low Water
Day	Hour	Mean	Hour
Mon.	15	7	11
Tues.	14	10	17
Wed.	15	11	18
Thur.	16	9	16
Fri.	17	10	17
Sat.	18	11	18
Sun.	19	12	19

m morning. n afternoon.

SUMMER EXCURSIONS

TO JAPAN

BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE,
PACIFIC MAIL S.S. CO
TOYO KISEN KAISHA.

GOING AND RETURNING WITH

THE HONG KONG TELEGRAPH.

EXTRA

HONGKONG, FRIDAY, JULY 17, 1914,

COMPANY REPORT.

The Shanghai Dock and Engineering Co., Ltd.

The report of the Board of Directors of the Shanghai Dock and Engineering Co., Ltd., for presentation to the eighth annual general meeting, to be held at the Head Office, 26, Broadway, to-day, is as follows:

Gentlemen.—The Directors submit herewith their report and statement of accounts made up to April 30th, last.

The net profits for the year ended the 30th April, 1914, including the amount brought forward from last year, and after paying all charges and allowing for all known liabilities, amount to Tls. 313,508.12.

This amount the Directors recommend to be dealt with as follows:

A dividend of Tls. 5 per share absorbing Tls. 276,000.00 Amount to be carried forward to New Account—Tls. 37,508.12

Tls. 313,508.12

The only change in the Directorate during the year under review was the resignation of Mr. D. Landale, and the election of Mr. C. E. Anton to fill the vacancy.

In accordance with Paragraph 98 of the Memorandum and Articles of Association, two of the Directors, Messrs. A. M. Marshall and Carl Michelau, retire; the latter, being eligible, offers himself for re-election.

Owing to his approaching departure from Shanghai, Mr. A. M. Marshall does not offer himself for re-election, and the Directors will propose the election of Mr. E. O. Richards to fill the vacancy.

The accounts have been audited by Messrs. Lowe, Bingham and Matthews, who offer themselves for re-election.

Profit and Loss Account.

To Directors' Auditors' and Agents' Fees Tls. 8,400.00

Depreciation of Investments ... 1,174.29

Balance 313,508.12

Tls. 323,082.41

By Balance brought forward ... Tls. 180,116.29

Less Dividend of 3 per cent. declared 15/7/13 Tls. 165,600.00

Tls. 14,516.29

Unclaimed Dividends Transfer Fees Collected during year Interest received and estimated accrued on Investments, Deposits and Current Account with Bank less Interest on Cash Deposits with Company ... 18,787.89

Transfer from General Working Account ... 289,541.82

Tls. 323,082.41

Balance Sheet.

CAPITAL AND LIABILITIES:

Capital Account:

Registered Capital, 55,700 shares at Tls. 100 Tls. 5,570,000.00

Subscribed Capital, 55,185 shares issued at Tls. 100 fully paid up ... 5,518,500.00

15 shares at Tls. 100 due members late S. C. Farnham, Boyd and Co., Ltd, to be issued on application 1,500.00

55,200 Shares 5,520,000.00

Reserve Fund:

Balance of reserve taken over from S.C. Farnham, Boyd and Co. Ltd, 500,000.00

Depreciation Account:

Transfer from Reserve

Fund taken over from S.C. Farnham, Boyd and Co., Ltd. 500,000.00

Sundry Creditors:

Local Bills, etc. 111,880.41

Employees, for Deposits ... 4,825.00

Directors', Agents' and Auditors' Fees ... 7,900.00

Unpaid Dividends 1,403.00

124,606.29

Profit and Loss Account

Balance 313,508.12

Tls. 6,959,517.41

Property Account:

Land:

Old Dock, Cosmopolitan Dock, International Dock, Tunkadac Dock, New Dock, Pootung Engine Works 1,729,419.03

Docks, Bundings, Wharves and Walls:

At all establishments 1,244,106.27

Harbour Mooring 23,355.72

Buildings:

At all establishments ... 466,276.85

Machinery and Plant:

At all establishments ... 1,137,478.92

Tools, Patterns and Gear:

At all establishments ... 94,295.95

Steamers, Launches Vessels ... 115,900.00

Pontoons, Steam Dredgers, Pile-drivers, etc. 74,925.87

Furniture:

Office and Drawing Office Furniture, drawing materials, and appliances, plans, etc. 16,800.00

Stock Account:

Value of Materials on hand ... 961,80.13

Sundry Debtors:

Accounts in course of collection, etc., (including value of completed portion of unfinished work, Tls. 206,539.19)

less reserve for bad and doubtful debts ... 435,782.41

Investments and Deposits:

6 North China Insurance Co., Ltd. Shares

29 Hall & Holtz, Ltd.

18 Yangtze Insurance Association Ld.

1 Hongkong Fire Insurance Co., Ltd.

10 Canton Insurance Office, Ltd.

170 Shanghai Mutual Telephone Co., Ltd.

180 Kochien T'p'n & Tow Boat Co., Ltd.

Tls. 20,038.41

Note.—There is a small contingent liability for uncalled capital on certain of above investments.

Hongkong and Shanghai Banking Corporation Fixed Deposits 373,512.50

Telegraphic Deposit ... 175.00

Mortgage on Security, 100,000.00

First Mortgage Debenture 90,000.00

583,723.91

Cash:

In hand ... 1,088.81

At Bank Current Account 74,173.04

At Bank Dividend Account 540.50

75,802.35

Tls. 6,959,517.41

Jas. H. Osborne, Secretary.

John Prentiss, H.A. Directors.

J. Macrae, C. E. Directors.

Anton, A. M. Marshall.

Auditors' Report to the Shareholders of the Shanghai Dock & Engineering Co., Ltd.

We have audited the above

Balance Sheet with the books

and accounts of the Company and

have obtained all the information

and explanations we have re-

quired. It is considered that the

Tls. 500,000.00 standing to the

credit of Depreciation Account

is amply sufficient to cover any

depreciation of the Company's

fixed assets. The stocks of ma-

terials and their values have been

certified by the Manager and

Secretary; the values of the ma-

chinery, plant, tools and work in

progress have been certified by

the Manager. Subject to the

foregoing, such Balance Sheet is

in our opinion properly drawn up

so as to exhibit a true and correct

view of the state of the Company's

affairs according to the best of

our information and the explana-

tions given us, and as shown by

the books of the Company.

LOWE, BINGHAM AND MATTHEWS, Auditors.

Shanghai, July 3, 1914.

BANKRUPTCY CASE.

Receiving Order Made Against Chinese Firm.

In connection with the affairs

of the Shan Chuen Firm, the

Chief Justice, Mr. Justice Gom-

peritz, to-day heard an ex parte

application by Mr. Grist, of

Messrs. Wilkinson and Grist, on

behalf of the Tang Shing Cheung

Firm, for a receiving order to be

made against the first-named firm.

Mr. Grist said that this was an

ordinary creditor's petition. It

was in the usual form and the

two acts of bankruptcy alleged

were, firstly, that the managing

partner had absented himself

from Hongkong, and that no

notice had been given to the

creditors that the firm had

suspended payment. The trustees,

who had been appointed in

Chinese fashion, had in their

hands about \$30,000. They had

not distributed, and they were

neglecting to collect any further

money.

The receiving order was made.

MR. HOMER CROY.

AMERICAN HUMOROUS WRITER IN HONGKONG.

Thinks Hongkong Wants Waking Up.

An interesting visitor to Hongkong just now is Mr. Homer Croy, one of America's younger generation of humourists, who is touring the world on behalf of *Leslie's Weekly*.

Mr. Croy is author of "When to lock the Stable," and is a frequent contributor to many well-known American papers and magazines; and this morning he gave to the *Telegraph* some interesting views on the subject of humour in general.

"But how about Artemus Ward?" Mr. Croy was asked.

"Will you be surprised to know that Artemus Ward is no longer read?" was the reply.

"You have to remember that fashions in this sort of thing are continually changing."

"My first job was working on the local paper. I received three dollars a week—every week, rain or shine. I was the best leg-reporter the paper ever had. I could walk farther and ask more questions getting a two-line local paragraph than any other person ever employed on the paper. The first two weeks, about the only stories I turned in were happenings in my own family. My father couldn't shut the front door without my having it in the paper. One day the Editor called me in and said, 'I'm afraid I'll have to dispense with your services; there aren't enough Croys taking the paper to make retaining you profitable.'

The following officers were elected viz.:—President, Hon. Mr. Lau Chu-pak; Vice President, Mr. Ho Kom-tong; Treasurers, Messrs. Chen Kai-ming, Un Kam-wa, Li Po-kwai and Li Siu-kam; Secretaries, Messrs. Ip Lan-chuen, Lo Cheung-shiu and Yeung Pik-chi.

Amongst the other members of the Executive Committee are:—Messrs. Chan Kang-yue Ma Ying-piu, Bo Fook, Chan Ha, Choy Cheong, Choy Hing, Ma Wing-chan, Ng Hon-tsui, Chan Lok-chuen, Ip Sau-chi, Chan Cheuk-hing, Ma Luk-sun, Chau Siu-ki, U Hoi-chau etc., etc.

A sum of over \$10,000 has

PUBLIC AUCTION.

GEO. P. LAMMERT,
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received
instructions to sell by
Public Auction on
SATURDAY,
the 18th July 1914 commencing
at 11 a.m. at his Sales Rooms,
Duddell Street.

A portion of the Stock-in-Trade of a Well Known Tailor Shop,

comprising—
148 Pairs BROWN and BLACK
BOOTS and SHOES, BUCKSKIN
SHOES, CANVAS and TENNIS
SHOES, etc.

BATH ROBES, TOWELS,
MOSQUITO NETTING, STRIPED
and PLAIN PONGEES,
LADIES' BLACK, WHITE and
BROWN STOCKINGS, etc., etc.

On View from Friday, the
17th July.

Terms:—Cash on delivery.

GEO. P. LAMMERT.
Auctioneer.

THE Undersigned has received
instructions from W. Baedke, Esq., to sell by Public Auction

on **TUESDAY,**

the 21st July 1914, commencing
at 11 a.m.

at his residence No. 5 Omissy
Terrace, Kowloon.

A Quantity of Valuable
Household Furniture.

On view from Monday, the 20th
July.

Catalogue will be issued.

Terms: Cash on delivery.

GEO. P. LAMMERT.
Auctioneer.

CONSIGNEES

COMPAGNIE DES MES-
SAGERIES MARITIMES.

NOTICE

s.s. "AMAZONE".
Consignees of Cargo from London ex. s.s. "M. Ioc."
Consignees of Cargo from Bordeaux ex. s.s. "Ville de Constantine."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 26th July at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd July 1914 or they will not be recognized. All damaged packages will be examined on the 18th July at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS.
Agent.
Hongkong, 13th July, 1914.

TO SAIL

DOLLAR
STEAMSHIP LINE.

Proposed sailings for SAN
FRANCISCO & SAN PEDRO.

s.s. "BESSIE" on or about
DOLLAR} 20th July.

Connection made with Salt
Lake Railway at San Pedro for
OVERLAND points. For rates,
space and further particulars
apply to

THE ROBERT DOLLAR CO.
V. M. SMITH,
Manager.
Tel. 792. 3, Queen's Building.

Don't forget after the Show
Oper, and Light Refreshments
ALEXANDRA CAFE
Open till Mid-night.

HOTEL LISTS.

Hongkong Hotel.

Abraham, E. S.
Alport, C. M.
Bata, E. R.
Bell, C. D. J.
Belliss, Mrs. E. R.
Bona, G. A.
Bonanini, S. R.
Boulton, F. G.
Bollmann, E.
Black, W. M.
Cambridge, A. J.
Cardiner, E. L.
Chilton, W. B.
Cleyton, W. E.
Coler, Dr. A. E. F.
Cruikshank, Mr. and
Mrs. C. H.
Curry, G. P.
Davies, Mr. & Mrs.
W. J.
Douglas, D. S. S.
Drot, S.
Durwood, F. F.
Duffy, Miss, M. E.
Ehrenfest, Mr. & Mrs.
H. C.
Fehr, H.
Frank, L. B.
Gibb, J.
Grieg, Mr. P. de
Gremour, Mr. & Mrs.
H. F.
Hall, Capt. T. P.
Handley, P. H.
Hanning, Leo, Lt.-Col.
Hannibal, W. A.
Henderon, B.
Hewitt, Hoy, Mr. E.
Hunter, R.
Horton, C. E.
Ibu, Yanna, T.
Jordan, A. B.
Kennedy, Mr. & Mrs.
Winster, Dr. L.
J. A.
Kingdon, R. C. H.
Kockx, Capt. & Mrs.
Lambert, E. B.

ENTERTAINMENTS.

VICTORIA THEATRE.

9.15

To-night

9.15

The Dramatic Picture
"TOO LATE TO MEND"
IN 5 PARTS.Also
The Latest Gaumont Graphic.

GRAND ATHLETIC EXHIBITION

BY

ANTOINE FOURNIER

Champion of the Athletic World.

On Monday, 20th July 1914
The Challenged Wrestling Match between
"ANTOINE FOURNIER" The World's wrestler
and "MIGUEL SCHERBELIS" The renowned wrestler.

BIJOU SCENIC THEATRE.

3 NIGHTS ONLY 3

Commencing Wednesday 15th July.

the laughable comedy

"WIFFLES AND THE MILLIONAIRE"

In 3 Parts—Length 4,000 Feet.

"A LIGHTHOUSE IN DARKNESS"

a thrilling drama.

"PATHE'S BRITISH & AMERICAN WEEKLY"

Coming! Coming!

"ALBERT MORROW"—one of the

World's best Magicians.

NOTICE.

THEATRE ROYAL

HONGKONG.

Carlton Hotel.

Ballantine, Mr. and Jardine, A. B.
Mrs. D. A.
Barnes, C.
Carsten, W.
Charriard, A. C.
Crichton, T.
Cronbie, Lt. Gov.
Eades, W. J.
Fletcher, O. W.
Garrett, E. F.
Hadwe, T. A.
Gregg, T. M.
Greig, A. J.
Hamer, A. O.
Ferguson, C. J.
Holloway, H. D.
Jacquin, Mr. & Mrs. W.

NOTICE.

BANDMANN OPERA

COMPANY

OF

"THE MARRIAGE

MARKET."

TO-NIGHT,
HAS BEEN CANCELLED.

TO SAIL

THE "INDRA" LINE LTD.

For Boston & New York.

(With liberty to call at the
Malabar Coast)

THE Steamship

"INDRAKUALA."

Captain A. H. Smith, will be
despatched as above on Monday,
27th July.This steamer has excellent
accommodation for a limited
number of saloon passengers.

For Freight & passage, apply

to JARDINE, MATHESON
& CO., LTD.

Agents.

Telephone No. 215, Sub. Ex. No. 9

Hongkong 3rd July, 1914.

NOTICE

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its

purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

GALIBBEUX MACGREGOR & CO., Hongkong.

CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
The Steamship
"BENGLOE."From MIDDLESBRO.
LONDON AND STRAITS.CONSIGNEES of Cargo are
hereby informed that all
Goods are being landed at their
risk into the hazardous and/or
extra hazardous Godowns of the
Hongkong and Kowloon Wharf
and Godown Co., Ltd. whence
and/or from the wharves delivery
may be obtained.No claim will be admitted
after the Goods have left the
Godowns, and all Goods remain-
ing undelivered after the 23rd
inst. will be subject to rent.All claims against the steamer
must be presented to the Under-
signed on or before the 30th inst.,
or they will not be recognized.All broken, chafed, and damaged
Goods are to be left in the
Godowns, where they will be ex-
amined on the 23rd inst., at
11 a.m.No Fire Insurance has been
effected.Bills of Lading will be counter-
signed byGIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 16th July, 1914.

PACIFIC MAIL STEAMSHIP
COMPANY.FROM SAN FRANCISCO,
JAPAN PORTS AND MANILA.

s.s. "KOREA"

The above mentioned vessel
having arrived, consignees of
cargo are hereby notified to send
in their bills of lading for countersignature and take immediate
delivery of cargo from alongside.
Cargo impeding discharge will be
landed immediately at consignees,
risk and expense.Cargo remaining on board
Saturday, July 18th, 1914, at
5 p.m. will be subject to landing
charges and if undelivered Thursday
July 23rd, 1914, at noon will
be subject to both landing and
storage charges.No Fire Insurance whatever
will be effected.All chafed and otherwise damaged
cargo will be examined at the
above Company's godown
July 23rd 1914, at 10 a.m.No claim will be entertained
unless accompanied by short delivery
note or list of exceptions
taken at the time of delivery to
consignees and signed for a/c on
behalf of the Pacific Mail S.S. Co.All claims must be filed on or
before August 16, 1914, otherwise
they will not be recognized.R. O. MORTON,
Agent.

Hongkong, July 16th, 1914. [1133]

TO SAIL

THE AMERICAN & ORIENTAL LINE.

For Boston and New York via
Suez Canal.(With liberty to call at the
Malabar Coast)

THE Steamship

"ROYAL PRINCE."

Captain Coull, will be despatched
as above on Wednesday, the 5th
August.This steamer has excellent
accommodation for a limited
number of Saloon passengers.

For freight and passage apply

ARNEOLD KARBERG & CO.

General Agents.

Hongkong, 18th June, 1914.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" - HONGKONG.

Codes Used: A1. A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkin's.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:-

NAME OF DOCK OR SLIP

BRIDGE ON WEIR

ENTRANCE

DEPTH OVER

BULK

TIDE AT

ORDINARY

SPRING TIDES

STRINGS

MEANS

HEAD

OFFICE: KOWLOON

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Cochran	Cruising
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. V. R. Brandon	Hongkong
Bromart	Gunboat	710	2	900	Lt.-Com. Preston Thomas	Hongkong
Cadmus	British sloop	1,070	6	1,400	Capt. M. S. Fitzmaurice	Yangtsze
Cherub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
Chelmer	T. B. Destroyer	560	—	7,550	Lt.-Com. H. T. England	Weihaiwei
Clio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Yangtsze
Cornel	Torpedo-boat destroyer	560	4	7,500	Comdr. Seymour	Weihaiwei
Hampshire	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
Jed	Torpedo boat destroyer	—	—	—	Lt.-Com. G. A. Mullock	Yangtsze
Kiasho	River gunboat	616	4	1,200	Lt.-Com. H. Murrayatt	Weihaiwei
Kennett	Torpedo-boat destroyer	—	—	—	Lt.-Com. F. A. H. Russell	Weihaiwei
Merlin	Surveying ship	1,040	—	—	Lt.-Com. O. J. B. Gibson	Labron
Minoaur	1st class cruiser	14,600	—	27,000	Capt. E. B. Kiddie	Weihaiwei
Monarch	River gunboat	180	2	800	Lt.-Com. Alan Dixon	West River
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtsze
Ribble	Torpedo-boat destroyer	590	—	7,500	R. W. Wilkinson	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depot-ship for Submarines	980	—	1,400	Lt.-Comdr. Cromie	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtsze
Teal	River gunboat	180	2	800	Lt.-Com. S. P. B. Russell	Weihaiwei
Thistle	Gunboat	710	2	900	Lt.-C. G. F. L. Page	Weihaiwei
Triumph	Battleship	11,915	—	12,500	Act. Comdr. A. Stasemann	Hongkong
Tamar	Receiving Ship	—	—	—	Comdr. Austruther, C.M.G.	Weihaiwei
Uss	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Hongkong
Welland	Torpedo-boat destroyer	590	—	7,500	Lt.-Com. Poigard	Weihaiwei
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. C. Borrett	Yangtsze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Weihaiwei
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtsze
O. 36,	—	—	—	Lt. Pope	Hongkong	
O. 37,	—	—	—	Lt. McCullie	Hongkong	
O. 38,	—	—	—	Lt. J. Gaines	Hongkong	
T.B. 035,	—	—	—	Lt.-Com. Handley	West River	
T.B. 036,	—	—	—	Lt.-Com. T. Barton	Hongkong	
T.B. 037,	—	—	—	Lt.-Com. Nicol	West River	
T.B. 038,	—	—	—	Lt.-Com. H. W. Seymour	Hongkong	

* Flagship of Vice-Admiral Jerram, K.C.B., C.V.O., C.M.G. Commander-in-Chief.
FOREIGN MEN-OF-WAR ON CHINA AND JAPAN STATION.

French.

Montcalm**	Armoured cruiser	11,000	—	20,000	Capt. Vian	
Duplex	Armoured cruiser	10,014	30	20,000	Capt. Daventry	Shanghai
Decidé	Gunboat	645	10	1,000	Lieut. Matra	
Argus	River gunboat	180	6	570	Lieut. de Madrille	Canton
Vigilante	Gunboat	123	7	500	Lieut. Lecadet	Canton
Peix	Gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree, Gunboat	—	—	—	Lieut. Millot	Tchong-king	
••• Flagship of Rear-Admiral Huguet, Commander-in-Chief, the French China Station						
Styx *	Armoured gunboat	1,798	10	1,700	Lieut. Martol	Saigon
Fronde	Destroyer	350	7	303	Lieut. Thoreno	Saigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Audemar	Shanghai
Pistolet	Destroyer	130	7	300	Comdr. Castagne	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying-ship	1,625	10	9,000	Com.	Saigon
••• Flagship of Commodore Paris de Boisrouvray, Commanding the local defence Indo-China.						
Emden	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau
Gneisenau	Armoured cruiser	11,600	36	28,000	Captain Bruninghaus	Tsingtau
Iltis	Gunboat	900	12	1,300	Comdr. Sachsse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Haun	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Firls	Yangtsze
Scharnhorst	Flagship	11,600	36	28,000	Capt. F. Schultz	Tsingtau
E. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Bocken	Tsingtau
Faingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	500	Oblt. z. S. Dressler	Yangtsze
Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Luis A. de Magalhaes Correa M	

UNITED STATES VESSELS.

A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	—	—	—	—	Ensign J. E. Mann	
A-6	—	—	—	—	Ensign H. L. Rabell Dasher	"
A-7	—	—	—	—	Ensign E. L. Wood	"
Albany	Protected cruiser	3,420	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Sprance	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. U. S. Keller	
Callao	Gunboat	243	8	250	Lieut. S. M. La Bounty	Canton
Chancery	Torpedo-boat destroyer	420	7	8,000	Lt. J. C. Gennings	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Lt. V. K. Colman	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Lt. E. Durr	
Elcano	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,392	8	1,988	Com. G. R. Marvell	Shanghai
Mohican	Station ship	1,900	6	1,100	Lieut. V. R. Lowe	Cavite
Concord	Monitor	3,990	6	3,000	Lt. Y. Ronchach	Olongap
Conqueror	Monitor	4,084	4	5,277	—	
Pampanga	Gunboat	243	8	—	Ensign P. J. Peyton	Cav Canton
Picassagua	Sea-going-tug	854	2	1,600	—	
Pompey	Repair ship	3,085	—	—	Lt. Com. C. W. Coles	Canton
Samar	River boat	—	—	—	Com. H. H. Hough	Hongkong
Wilmington	Cruiser	—	—	—	J. H. Dryton	Shanghai
Saratoga	Flagship	—	—	—	Com. R. H. Leigh	"
Gilberton	Cruiser	—	—	—	—	

MARKET PRICES.

Hongkong July 6, 1914.

BUTCHER MEAT.

	Ots.	肉食
Beef Sirloin & Prime Cut,—Mei Lung Pa	lb. 12	尾脂扒
" Corned,—Ham Ngau Yuk	20	牛柳
" Roast,—Shiu	22	牛肉
" Breast,—Ngau Lam	18	龍
" Soup,—Tong Yuk	18	牛
" Steak,—Ngau Yuk Pa	22	牛扒
" do.—Sirloin Ngan Lau	35	牛柳
" Sausages,—Ngau Chaung	20	牛腸
" Bullock's Brains—Know... per set	12	牛頭
" Tongue fresh,—Ngau Li ..u each	60	牛舌
" corned,—Ham Ngan Li ..u	0	牛肚
" Head,—Ngau Tan ..u	\$1.20	牛頭
" Heart,—Ngau Sum ..u	14	牛心
" Hump, Salt,—Ngau Kin ..u	24	牛肩
" Feet,—Ngau Kaiki ..u	8	牛腳
" Kidneys,—Ngau Yiu ..u	12	牛腰
" Tail,—Ngau Mei ..u	12	牛尾
" Liver,—Ngau Kon ..u	lb. 22	牛肝
" Tripe		

PUBLIC AUCTION.

GEO. P. LAMMERT,
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on SATURDAY, the 18th July 1914 commencing at 11 a.m. at his Sales Rooms, Duddell Street.

A Portion of the Stock-in-Trade of a Well Known Tailor Shop.

comprising:—
148 Pairs BROWN and BLACK BOOTS and SHOES, BUCKSKIN SHOES, CANVAS and TENNIS SHOES, etc.

BATH ROBES, TOWELS, MOSQUITO NETTING, STRIPED and PLAIN PONGEES, LADIES' BLACK, WHITE and BROWN STOCKINGS, etc., etc. On View from Friday, the 17th July.

Terms: Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions from W. Baedke Esq. to sell by Public Auction on

TUESDAY, the 21st July 1914, commencing at 11 a.m. at his residence No. 5 O'emsby Terrace, Kowloon.

A Quantity of Valuable Household Furniture. On view from Monday, the 20th July.

Catalogue will be issued.
Terms: Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

CONSIGNEES

COMPAGNIE DES MESS SAGERIES MARITIMES.

NOTICE

s.s. "AMAZONE." Consignees of Cargo from London ex. s.s. "M. Joc."
Consignees of Cargo from Bordeaux ex. s.s. "Ville de Constantine."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded unless intimation is received from the Consignees before NOON TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 26th July at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd July 1914 or they will not be recognized.

All damaged packages will be examined on the 18th July at 10 a.m.

No fire insurance has been effected.

P. THOMAS,
Agent.
Hongkong, 13th July, 1914.

TO SAIL

DOLLAR STEAMSHIP LINE.

Proposed sailings for SAN FRANCISCO & SAN PEDRO

S. "BESSIE" on or about 20th July.

Connection made with Salt Lake Railway at San Pedro for OVERLAND points. For rates, space and further particulars apply to

THE ROBERT DOLLAR CO.,
V. M. SMITH,
Manager.
Tel. 792. 3, Queen's Building.

Don't forget after the Show
Oper, and Light Refreshments
ALEXANDRA CAFE
Open Till Midday.

HOTEL LISTS.

Hongkong Hotel.

Abraham, E.S.
Alport G.M.
Bain, E.R.
Bell, C.D.J.
Bellot, Mrs E.B.
Benn, G.A.
Bomanji S.R.
Boleton F.G.
Bollmann E.
Blaw, W.M.
Cambridge, A.J.
Cardinier, E.L.
Chilton, W.B.
Clasen, H.
Clayton, W.E.
Colen, Mr. Dr. A.L.E.F.
Crukshank, Mr.
Mrs C.H.
Curry, G.P.
Davies, Mr. & Mrs.
Dibb, J.
Douglas, D.S.S.
Drost, S.
Duckwood, F.F.
Duffy, Miss M.E.
Ehrenfels, Mr. & Mrs.
Fehr, H.
Handley, Pegg, H.
Hannibal, W.A.
Harper, G.
Heimann, P.
Henderson, B.
Hewitt, Her. Mr. E.
A.C.O.
Hunter, H.
Hutton, C.E.
Iou, Symon T.
Jordan, A.D.
Kennedy, Mr. & Mrs.
J.A.
Kingdon, R.C.H.
Kock, Capt. & Mrs.
Lumbert, E.B.

VICTORIA THEATRE.

9.15 To-night 9.15

The Dramatic Picture

"TOO LATE TO MEND"

IN 5 PARTS.

Also The Latest Caumont Graphic.

GRAND ATHLETIC EXHIBITION

BY ANTOINE FOURNIER

Champion of the Athletic World.

On Monday, 20th July 1914

The Challenged Wrestling Match between

"ANTOINE FOURNIER" The World's wrestler

and "MIGUEL SCHERBELIS" The renowned wrestler.

BIJOU SCENIC THEATRE.

3 NIGHTS ONLY 3

Commencing Wednesday 15th July.

the laughable comedy

"WIFFLES AND THE MILLIONAIRE"

In 3 Parts—Length 4,000 Feet.

"A LIGHTHOUSE IN DARKNESS"

a thrilling drama.

"PATHE'S BRITISH & AMERICAN WEEKLY"

Coming! Coming!

"ALBERT MORROW" one of the

World's best Magicians.

THEATRE ROYAL

HONGKONG.

BANDMANN OPERA COMPANY

Owing to delay in the arrival of the s.s. ASSAYE, the performance.

OF

THE MARRIAGE MARKET.

TO-NIGHT, HAS BEEN CONCEDED.

TO SAIL

THE "INDRA" LINE LTD.

For Boston & New York,

(with liberty to call at the Malabar Coast)

THE Steamship

"INDRAKULA." Captain A. H. Smith, will be despatched as above on Monday, 27th July.

This steamer has excellent accommodation for a limited number of saloon passengers.

For freight & passage, apply to

JARDINE, MATHESON & CO. LTD.

Agents.

Telephone No. 215, Sub. Ex. No. 9

Hongkong 3rd July, 1914.

King Edward Hotel.

Almberg, E.
Austin, M.J.
Budge, W.
Buster, J.H.
Cox, F.W.
Foy, G.
Grainding, G.W.
Hall, P.C.
Haynor, H.O.
Hoover, H.A.
Jonning, A.H.P.
Joseph, J.
Karsdorp, D.W.
Korna, W.
Kraft, Mr. & Mrs. W.D.
Watson, J.R.

Grand Hotel.

Albert, John
Barber, G.
Bee, G.
Bent, G.
Black, G.
Bodwayns, G.
Brown, G.
Colman, G.
Crow, Mr. & Mrs.
Datta, G.
D'Uon Maria, G.
Eustat, G.
Fleming, Mr. & Mrs.
Foster, Mr. & Mrs.
Garcia, G.
Gaylor, G.
Gilderblom, G.
Gough, G.
Hermann, G.
Hicks, Mr. & Mrs.
Hildegard, Mr. & Mrs.
Hofstetter, G.
Hsu, G.
Jackson, G.
Jaron, G.
Keyt, G.
Kuhn, G.
Knapton, G.
Kunlin, G.
Langham, Dr. & Mrs.
Langley, G.

NOTICE

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children, and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

GALDBECK-MACGREGOR & CO., Hongkong.

CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship

"BENGLOE,"

From MIDDLESBRO.

LONDON AND STRAITS.

CONSIGNEES of Cargo are

hereby informed that all

Goods are being landed at their

risk into the hazardous and/or

extra hazardous Godowns of the

Hongkong and Kowloon Wharf

and Godown Co., Ltd., whence

and/or from the wharves delivery

may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 16th July, 1914.

PACIFIC MAIL STEAMSHIP COMPANY.

FROM SAN FRANCISCO,

JAPAN PORTS AND MANILA.

s.s. "KOREA"

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside.

Cargo impeding discharge will be landed immediately at consignees risk and expense.

Cargo remaining on board Saturday, July 18th, 1914, at 5 p.m. will be subject to landing charges and if undelivered Thursday July 23rd, 1914, at noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be affected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown July 23rd 1914, at 10 a.m.

No claim will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before August 16, 1914, otherwise they will not be recognized.

R. C. MORTON,

Agent.

Hongkong, July 16th, 1914. [1133]

TO SAIL.

THE AMERICAN & ORIENTAL LINE.

For Boston and New York via Suez Canal.

(With liberty to call at the Malabar Coast.)

THE Steamship

"ROYAL PRINCE."

Captain Coull, will be despatched as above on Wednesday, the 5th August.

This steamer has excellent accommodation for a limited number of saloon passengers.

For freight and passage apply to

SHEWAN, TOMES & CO.

Agents.

Hongkong, 18th June, 1914.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:

NAME OF DOCK OR SLIP LENGTH ON KEEL BLOCKS

KOWLOON

No. 1 Dock, Kowloon.....

300' (65' top bottom)

30'.....

18' 6".....

22'.....

24'.....

Commercial.

Java Sugar Industry. In the story of the Java sugar industry, a Dutch writer observes that it has had to struggle with unfavourable circumstances for a very long time, but has emerged triumphant from its trials, through the energy, enterprise and confidence of those who had undertaken the work, so that this industry, which appeared to be condemned to destruction, was gradually given life, till now it has become a bright example of how a tropical agricultural industry may be forced into life and prosperity. After the gradual withdrawal began in 1870 of the direct Government interest in the sugar industry, which became almost complete by the year 1888, the progress in the cultivation of sugar cane was remarkably slow, but steady. The surface planted with cane in the year 1888 was 42,351 hectares. Each year showed an increase on to 1896, with its 77,093 hectares. There was an important decline in 1896 to 73,933 hectares, then uninterrupted progress till 1902, when the surface planted with sugar cane amounted to 104,167 hectares. Then, after another relatively small decrease to 101,754 hectares, the progress became steady and uninterrupted, till in the year 1912 it reached 140,303 hectares.

The Cotton Industry.

Paris, June 16.

At the close of the meetings of the International Cotton Committee in Paris, Sir Charles Macrae issued a comprehensive statement on the present position and prospects of the cotton industry in Europe, America, and India, the information being obtained direct from the members of the committee. The report says:—I do not think the outlook was ever blacker all round, though the cotton crop has reached huge dimensions, and though there never was a larger number of mills or the capacity for a larger output. In England the spinners of the finer counts are still making a profit, or, at any rate, are holding their own, but the bulk of the trade is suffering from depression as severe as was ever known. Large sums of money are being lost. Owing to the variety of the interests concerned we cannot get organized short time at present, though we have made two efforts in that direction, and though there is a reasonable hope that if restriction of output were regulated on a scientific basis there would never be any dangerous bad trade. Much injury has been done by the building of an excessive number of new mills by people outside the trade, an obviously foolish proceeding at the present time.

In Germany business is dull and the output has been decreased.

The fact that manufacturers have had to pay higher prices for yarn in a falling market for cloth has necessarily restricted trade.

France is one of the few countries that presents a hopeful report.

Employment is better than it was, and though spinners are not yet able to announce that they are securing profitable margins, at any rate they are no longer working at a loss.

In Austria 10 or 15 per cent. of the looms are idle. Owing to the crushing effect on commerce of the Balkan war the Austrian spinners had to look for markets in other parts of Europe, and many of them, finding that the production of American yarn was not profitable, have changed to East Indian. Latterly they have found Constantinople a good market, though they fear that the accumulations of cloth there are now very large. Russia reports that for a long time business has had to be done on a very small margin of profit, or with no profit at all.

The outlook, however, is more hopeful, especially if producers of cloth will lend themselves freely to the changing conditions of the market. In Italy from 8 to 10 percent. of the spindles are stopped, their owners being compensated for by other firms in the trade. By these means over-production has been ended, and though profitable business has not been secured there is no longer any serious loss. The restriction will continue. Italy's action is an object lesson to the whole trade. The

Spanish spinners present a gloomy report, due to the advance in the price of cotton and the lowering of the price of yarn. They have also had labour troubles to face, and have before them a prospect of the reduction of the working hours from 60 a week to 60. In Portugal things are very bad indeed, both in the spinning and in the weaving departments. Some of the mills are working half time, and there is no early prospect of exchange for the better. Belgium also reports that the outlook is far from prosperous. India complains of the large importation of Manchester goods during the last two years. It has been largely in excess of requirements, with the result that stocks have accumulated. Cotton was fairly cheap owing to the record crop, and there was no shortage of labour, due to the famine driving the people from the fields to the mills, but the demand was not good, by reason of the lack of money and the unsettled state of China. From the United States came a report of considerable depression, and the running of short time on a large scale. Sir Charles added that events prove that no single country can regulate an industry as vast as the cotton industry, and that as crises arise the only way to meet them with a prospect of avoiding heavy losses to both employers and employed was by organized restriction of production.—Times.

The World's Silk.

The syndicate of the Lyons silk dealers has published a preliminary statement of the world's silk production in 1913. According to this statement, the production in Western Europe amounted to 4,235,000 kilogrammes, against 4,082,000 kilogrammes in the preceding year. In Central Asia and Asia Minor the production was 2,270,000 kilogrammes, against 2,223,000 kilogrammes, and in the Far East the production of raw silk is calculated at 20,545,000 kilogrammes. The total for the world is estimated at 27,050,000 kilogrammes, against 26,985,000 kilogrammes in 1912. Although the world's production of silk last year, contrary to expectations, was somewhat larger than in 1912, this had but little effect on the European market, since, after all, in the European-producing centres, excepting Spain, Hungary, Croatia and Slavonia, the preparation of crude silk resulted in a considerable deficit. The minus production was particularly felt in Italy, which is the greatest raw silk-producing country, and produced 3,540,000 kilogrammes, against 4,105,000 kilogrammes. The increased importation of silk from the Far East neutralised to some extent the deficit in Europe, but did not do so completely. The reduction in crude silk, on the one hand, and the natural increase in the demand by Western European industries on the other, had their effect on the stocks, which were very low down at the end of the campaign.

Philippine Judges Appointed. Washington, June 11.—Gov. Gen. Garrison, of the Philippines, to-day informed the Bureau of Insular Affairs of the War Department that the nominations and appointments under the bill adopted at the last session of the Philippine Legislature reorganizing the Courts of First Instance and of land registration, and which increased the number of judges from 29 to 36, had been made to take effect July 1. He also advised that he had re-appointed all of the present judges, who were removed under a provision of the bill, and had made the additional appointments to fill out the complement provided for. The new judges are William M. Connor, City Attorney of Manila; J. R. Burgett, Assistant Attorney-General, and the following fiscal and prosecuting attorneys: Andres Borromeo, of Cebu; Fernando Salas, of Rizal; Cayetano Lukban, of Cagayan and Isabela; Tomas Floridelza, of Ambos Camarines; and Manuel Del Rosario, of Albay.

The following three attorneys, not now in the Government service, also were appointed: Vicente Miranda, Fermín Mariano, and Hermógenes Reyes. Richard Campbell, George R. Harvey, James A. Ostrand, and Simplicio del Rosario were the judges assigned to the Court of First Instance of the city of Manila.

NOTICE. THE HONGKONG CENTRAL ESTATE LTD.

NOTICE is hereby given that the Statutory Meeting of Shareholders of this Company will be held at the Offices of the General Manager at NOON on MONDAY 27th inst., instead of as previously notified.

By Order,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment & Agency Company, Ltd.
General Managers
Hongkong, 6th July, 1914.

TO SAIL.
ORIENTAL-AFRICAN LINE

For Singapore, Mauritius and South African Ports.

THE Steamship**"SALAMIS."**

4509 tons, Captain D. A. Gardino, will be despatched above on Friday, 24th July, at noon.

For rates of Freight and Passage apply to:

The Bank Line Ltd.
Managing Agents.

Regular Steamship Service

Proposed Sailing from Hongkong
For BOSTON & NEW YORK
s.s. "MUNCAS-TER CASTLE" on or about

18th July.

For Freight and further information apply to:

DODWELL & CO., LTD.
Agents.
Hongkong, June 4th, 1914.

PUBLIC COMPANIES**NOTICE.**
THE HONGKONG LAND INVESTMENT & AGENCY Company, Limited.

An Interim Dividend of Three and half Dollars per share for the six months ending 30th June, 1914 will be payable on Tuesday 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 21st July to Tuesday the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors:
A. SHELTON HOOPER,
Secretary,

Hongkong 14th July, 1914.

NOTICE.

THE WESTPOINT BUILDING Company, Limited.

An Interim Dividend of Two Dollars per share for the six months ending 30th June, 1914 will be payable on Tuesday 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 21st July to Tuesday the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors:
A. SHELTON HOOPER,
Secretary to the HONGKONG LAND INVESTMENT & AGENCY Company, Limited.

General Agents for the WEST POINT BUILDING Company, Limited.
Hongkong, 14th July, 1914.

NOTICES.
HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEETING of the Seasp will be held at Happy Valley on Saturday, the 18th July, 1914, commencing at 3.15 p.m.

The Charge for Admission will be \$1.50 for others than Members of the Hongkong Jockey Club or Gymkhana Club. Soldiers and Sailors in uniform half price.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, 8th July, 1914.

NOTICE.

THE HONGKONG CENTRAL ESTATE LTD.

NOTICE is hereby given that the Statutory Meeting of Shareholders of this Company will be held at the Offices of the General Manager at NOON on MONDAY 27th inst., instead of as previously notified.

By Order,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment & Agency Company, Ltd.
General Managers
Hongkong, 6th July, 1914.

BANKS
INTERNATIONAL BANKING CORPORATION.

Head Office—One Wall Street, New York.

London Office—55, Bishopsgate, E.C.

BRANCHES:

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cuba	Montevideo
Ceylon	Peru
Hongkong	San Francisco
Hawick	Singapore
Capital and Surplus	Tokio

Gold \$1,000,000 equal.

Silver \$17,650,000

Platinum \$1,000,000

Copper \$1,000,000

Nickel \$1,000,000

Tin \$1,000,000

Lead \$1,000,000

Zinc \$1,000,000

Rubber \$1,000,000

Cotton \$1,000,000

Silk \$1,000,000

Jute \$

K.O.Y.L.I. BOXING.

Good Evening's Sport at Singapore.

The second half of the boxing tournament at Tanglin Barracks was concluded in the Tivoli Theatre last evening, says the *Singapore Free Press* of July 10, before a large and enthusiastic gathering. As on the previous evening the contests were divided into two classes, "A" and "B." Men who had previously fought came in the former and men who were novices were grouped under the latter. There were some 13 bouts, with a single exception, of three rounds. About half of these were between men relegated to class "B." The fighting in both classes was of an excellent order. Special interest was shown in the class "B" contests, which were keenly fought, the men exhibiting a keen desire to figure in future tournaments.

The officials were: Referee Capt. H. K. Hughes; Judges Messrs R. Braddell and Fletcher; Timekeeper, Coy. Sergt-Major A. Robinson; and M.C., Sergt-Major G. Lewis.

The programme was gone through as follows:

Class A. L/c. Lewis K.O.Y.L.I. 9.4 v Pte. Walker K.O.Y.L.I. 9.4.

Both men went slowly in this bout, so much so that the referee stopped the fight.

Class B. Pte. Phillips, K.O.Y.L.I. 10.9 v. Gnr. Marsh R.G.A. 10.9.

This was a whirlwind encounter during which each took heavy punishment. In the last round Phillips went to the boards repeatedly and Marsh was given the victory.

Class A. Pte. Callery K.O.Y.L.I. 8.7 v. Pte. Strange, K.O.Y.L.I. 8.11.

Both men fought well and were so evenly matched that an extra round was ordered. In this round Strange won a capital bout.

Class B. Pte. Lambert, K.O.Y.L.I. 10.6 v. Gnr. Smith, R.G.A. 10.8.

Smith had the longer reach, but the K.O.Y.L.I. was more clever and hit hard. In the second round Smith gave up and retired with a damaged eye.

Class A. Pte. Amory, K.O.Y.L.I. 10.5 v. Pte. Baker, K.O.Y.L.I. 10.6.

These two fought gamely. Amory was the stronger and used his weight, but Baker was quicker and more scientific. The latter won on points.

Class B. Pte. Moran, K.O.Y.L.I. 9.12 v. L/c Page K.O.Y.L.I. 9.12.

Moran had a good style. Page got in some good swinging blows but was knocked out by a useful solar plexus punch.

Class B. Pte. Way, K.O.Y.L.I. 8.4 v Boy Norman, K.O.Y.L.I. 8.2.

Norman gave a very plucky exhibition and secured a popular victory.

Class A. Opl. McMillan, K. O. Y. L. I. 10.10 v. Pte. Platts, K. O. Y. L. I. 10.6.

McMillan got the best of a very warm fight.

Class A. Pte. Miller, K.O.Y.L.I. 9.13 v L/c Wragg, K.O.Y.L.I. 10.4.

A rather unattractive struggle won by Miller.

Class B. Pte. Martin, K.O.Y.L.I.

11.4 v Gnr. Miller, R. G. A. 11.3. In the first round Martin knocked his opponent out with a straight left to point.

Class B. Pte. Digby K.O.Y.L.I. 10.7 v Pte. Drake, K.O.Y.L.I. 10.6.

Drake was the more scientific and won on points.

Pte. Pike, K.O.Y.L.I. 8.0 v Pte. Steeples, K.O.Y.L.I. 8.4.

Steeples won in the last round.

Class A. Six Round Contest between Opl. Marriott 10.11 and Pte. Wilson 10.12. This opened steadily but warmed up after the first round. The boxers were very evenly matched and in splendid condition. Although Marriott had the advantage of reach the exchanges were equal throughout six rounds and the match ended in a draw.

The promoters of the K.O.Y.L.I. boxing tournaments are endeavouring to make them regular quarterly fixtures. In order to dispel any misunderstanding that may exist on the subject they are anxious that it should be clearly understood that civilians are heartily welcome at the contests and will always be provided with comfortable accommodation. Arrangements are being made for contests of special interest in the near future which will include some between Garrison men and the crews of war vessels visiting Singapore.

Motor-Car Accident at Chobham.

A taxicab conveying a party of racegoers from Brighton to Ascot races collided, on June 17, with a motor-car containing Lord Forester and his valet, who were travelling to London.

The vehicles met at cross-roads at Chobham, and the car, which was badly damaged, was overturned by the force of the collision. The occupants of the taxicab were uninjured, but Lord Forester was badly bruised and shaken. His valet, more seriously hurt, was taken to the hospital of the Gordon Boys' Home, Chobham.

A Meritorious Act.

Washington, June 8.—Second Lieutenant F. H. Houston, of the 23rd Infantry, at Vera Cruz, last night shot a drunken Mexican who was interfering with the Mexican police. When Lieut. Houston attempted to arrest him, the native cut him with a knife, whereupon the young American officer killed him. Reporting the occurrence to the war department to-day, General Fanston said:

"Lieutenant Houston's act is considered meritorious, and killing his assailant entirely justifiable, and no further action is considered necessary."

SILIMPON COAL.
BUNKERS.

can be supplied at cheap rates

at SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

IT IS WHAT YOU GET MORE THAN WHAT YOU PAY. THE DOUBLE STRENGTH MEANS DOUBLE VALUE.

LOTUS MOKHA

IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.

H. RUTTONJEE & SON.

POST OFFICE.

The Siberia, with the American Mail, is due to arrive here on Saturday, the 25th inst.

MAILS DUE.

American, Siberia, 25th inst.

MAILS CLOSE TO-DAY.

Holow, Pukho & Haiphong—Per C. DIEDERICHSEN, 17th inst., 5 p.m.

TO-MORROW.

Hongay—Per PHUENY, 18th inst., 8 a.m.

Siberian Mail.

Shanghai, North China and Japan via Kobe (Europe via Siberia)—Per CEYLON M., 18th inst., 10 a.m.

[To make connection with the Tientsin-Pukow Railway, closing at Shanghai, Br. P. O. at 8.30 p.m. on Thursday, the 23rd July.]

Macau, Am. s.s. 3,000, W. G. Krebs, 16th inst.—Saigon, 12th inst. Rice—Order.

Nelus, Br. ss. 6,684, D. Maclean, 16th inst.—Singapore, 12th inst. Gen. B. & S.

Rajah, 2,029, C. Rosif, 17th inst.—Sandakan, 17th inst. Timber & Gen. —M. & Co.

Selun, Norw. ss. 865, D. Haybrander, 16th inst.—Bangkok, 8th inst. Rice—T. & Co.

Straits, Burnham, Ceylon, Adelaid, Western Australia, India, Aden, Egypt, and Europe via Brindisi. [Late Letters 11 a.m. to noon. Extra Postage 10 cents] (Supplementary mail on board up to the time fixed for departure of the mail). Extra Postage 10 cents. [Letters posted in time for the first clearance will be included in this contract mail]. The parcel mail will be closed on Friday, the 17th July, 5 p.m. for ASSAYE, 18th July, 11 a.m.

Straits & India via Calcutta—Per KUTSANG, 18th July, 11 a.m.

Philippines Is.—Per LOONGSAM, 18th July, 1 p.m.

Manzanillo, Mexico, Culiac, Peru, Iquique & Chile—Per MEXICO CITY, 18th inst., 3 p.m.

Salgon—Per BOURBON, 18th inst., 3 p.m.

Siberian Mail.

Shanghai and North China (Europe via Siberia)—Per YINGCHOW, 18th July, 5 p.m.

[To make connection with the Tientsin-Pukow Railway, closing at Shanghai, Br. P. O. at 8.30 p.m. on Thursday, the 23rd July.]

Swatow, Amoy, Ningpo, Shui & North China—Per HANYANG, 18th inst., 5 p.m.

Straits & KOERBER, 18th inst., 5 p.m.

SUNDAY, 19th July.

Swatow—Per HAIMUN 19th July, 9 a.m.

Shanghai & North China—Per YINGCHOW, 19th inst., 9 a.m.

MONDAY, 20th July.

Japan via Yokohama—Per FOOKSANG, 20th inst., 11 a.m.

Sandakan—Per HINSANG, 20th inst., 11 a.m.

Swatow, Amoy & Foochow—Per KAILO MARU, 20th July, 1 p.m.

TUESDAY, 21st July.

Philippines Is.—Per TEAN, 21st July, 3 p.m.

Amoy & Foochow—Per HAICHING, 21st July, 10 a.m.

Swatow—Per HAITAN, 21st inst., 10 a.m.

Shanghai & N. China—Per YINGCHOW, 22nd inst., 10 a.m.

Straits, Batavia, Cheribon, Samarang & Sourabaya—Per BANRI M., 22nd inst., 11 a.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Vancouver, Canada, United States, S. America, via San Francisco (Europe via Siberia)—Per E. OF INDIA, 21st inst., 11 a.m.

Swatow, Amoy, Formosa via Tamsui—For DAIGUMARU, 21st inst., 1 p.m.

WEDNESDAY, 22nd July.

Holow, Haiphong & Pakhoi—Per KAI-FONG, 22nd inst., 8 a.m.

Shanghai & N. China—Per CHOYSANG, 22nd inst., 10 a.m.

Swatow—Per HAIMUN 22nd inst., 10 a.m.

Straits, Batavia, Cheribon, Samarang & Sourabaya—Per BANRI M., 22nd inst., 11 a.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria & Tacoma—CANADA MARU, 22nd inst., 5 p.m.

THURSDAY, 23rd July.

Wei-hai-wei, Chefoo & Tientsin—Per KUEKHOW, 23rd July, 9 a.m.

Formosa via Keelung, Shui, North China, Japan via Nagasaki, Honshu, United States, South America and Canada via S. Francisco (Europe via Siberia)—Per KOREA, 23rd July, 11 a.m.

[To make connection with the Tientsin-Pukow Railway, closing at Shanghai, Br. P. O. at 5 p.m. on Monday, the 27th July.]

Shanghai & N. China—via Kobe—Per G. APCAR, 23rd July, 3 p.m.

Shanghai & N. China—Per ANHUI, 33rd inst., 5 p.m.

FRIDAY, 24th July.

Swatow, Amoy & Foochow—Per HANYANG, 24th inst., 10 a.m.

SATURDAY, 25th July.

Philippines Is.—Per YUENSANG, 25th July, 1 p.m.

American Mail.

Shanghai and North China (Europe via Siberia)—Per KANCHOW, 25th inst., 3 p.m.

TUESDAY, 28th July.

Singapore, Straits, Ceylon, Adelaid, Western Australia, India, Aden, Egypt and Europe via Marseilles. [Late Letters 11 a.m. to Noon. Extra Postage 10 cents]. Letters posted in time for the first clearance will be included in this contract mail].—Per ATLANTIQUE, 28th inst., 11 p.m.

Philippines Is.—Per CHINHUA, 28th inst., 3 p.m.

Formosa via Keelung, Shui, N. China & Japan via Moli, Victoria B. C. & Seattle, Wash.

CANADA—TAMBO M., 28th inst., 3 p.m.

Japan via Nagasaki—For KUMANOMI, 28th July, 4 p.m.

WEDNESDAY, 29th July.

Straits & Ceylon—For ITO MABU, 29th inst., 9 a.m.

SHIPPING NEWS.

ARRIVED.

Bengloe, Br. ss. 1,033, W. A. Guy, 16th inst.—10th Inst., Gen. G. L. & Co.

Ceylon Maru, Jap. s.s. 3,142, T. Naguchi, 17th inst.—Singapore, 11th inst., Gen. N. Y. K.

Den of Ruthven, Br. ss. 3,116, W. Stewart, 17th inst.—Shanghai, 12th inst., Gen. J. M. & Co.

E. Indu, Br. ss. 2,940, 17th inst.—Vancouver, 25th ult., Gen. C. P. R.

Haimun, Br. ss. 641, Stewart, 17th inst.—Swatow, 16th inst., Gen. D. L. & Co.

Inverclyde, Br. ss. 2,950, D. Mansfield, 16th inst.—New York, Gen. J. M. & Co.

Mackinaw, Am. s.s. 3,000, W. G. Krebs, 16th inst.—Saigon, 12th inst. Rice—Order.

Nelus, Br. ss. 6,684, D. Maclean, 16th inst.—Singapore, 12th inst. Gen. B. & S.

Rajah, 2,029, C. Rosif, 17th inst.—Sandakan, 17th inst. Timber & Gen. —M. & Co.

Selun, Norw. ss. 865, D. Haybrander, 16th inst.—Bangkok, 8th inst. Rice—T. & Co.